

**COMNAVAIRFORINST 4790.2**

**THE NAVAL AVIATION  
MAINTENANCE PROGRAM  
(NAMP)**

**VOLUME III**

**MAINTENANCE DATA SYSTEM**



**DEPARTMENT OF THE NAVY  
COMMANDER NAVAL AIR FORCES**

**1 February 2005**





DEPARTMENT OF THE NAVY  
COMMANDER NAVAL AIR FORCES  
BOX 357051  
SAN DIEGO, CALIFORNIA 92135-7051

IN REPLY REFER TO:

COMNAVAIRFORINST 4790.2 CH-1  
VOL III  
N422  
01 May 2006

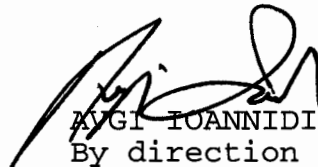
COMNAVAIRFOR INSTRUCTION 4790.2 CH-1, VOL III

From: Commander, Naval Air Forces

Subj: THE NAVAL AVIATION MAINTENANCE PROGRAM (NAMP)

Encl: (1) Highlights of Volume III

1. Purpose. This volume contains Maintenance Data System information for the Naval Aviation Maintenance Program.
2. Discussion. A brief summary of the changes in this volume is contained in enclosure (1).
3. Implementation. Unless otherwise directed, this change becomes effective 1 May 2006 and is to be implemented on that date.

  
AYGI IOANNIDIS  
By direction

**NAMP  
VOLUME III****CH-1 HIGHLIGHTS**

CHANGE ONE to the Naval Aviation Maintenance Program (NAMP) instruction (COMNAVAIRFORINST 4790.2) has change indicators, A), D), and R) placed in the page margins to indicate the specific action taken. A) indicates information has been added, D) indicates a deletion, and R) indicates a revision to that paragraph. The affected section of the text is underlined. CHANGE 1 contains the following highlights:

**Chapter 5 – Organizational Level Maintenance Data System Functions and Responsibilities**

1. Adds a note for commands using the Naval Tactical Command Support System (NTCSS) Optimized Organizational Maintenance Activity (OMA) Naval Aviation Logistics Command Command Management Information System (NALCOMIS) to use the NTCSS Optimized OMA NALCOMIS System Administrator (SA) Manual (OMA-SAM) for aircraft mishap procedures.
2. Provides guidance for processing Configuration Management (CM) Auto Log-set (ALS) records to the NTCSS Optimized OMA NALCOMIS Foundation Tier and improves ability to maintain inventory control of aircraft and tracked asset CM ALSs.

**Chapter 6 – Organizational Level Maintenance Source Document Procedures**

1. Addresses inability of NTCSS NALCOMIS OOMA activities to re-open tool box fields. This change allows corrections to those fields permitted by both MAF procedures and legacy NALCOMIS OMAs.

**Chapter 7 – Naval Aviation Logistics Command Management Information System**

1. Adds the requirement for the System Administrator/Analyst (SA/A) to update NTCSS Optimized OMA NALCOMIS baseline change reports.
2. Updates Multi-ORG and Multi-ORG detachment processing procedures for qualdrans using NTCSS Optimized OMA NALCOMIS.

**Chapter 10 – NTCSS Optimized OMA NALCOMIS Data Collection System**

1. Standardizes NTCSS Optimized OMA NALCOMIS operating procedures and requires OOMA activities to maintain written logs and records for contingency operations and recovery in the event NTCSS Optimized OMA NALCOMIS or OOMA Logs and Records becomes unavailable.

**Appendix A – Acronyms and Abbreviations**

1. Includes an update of acronyms affected by this change.

**Appendix B – Forms and Reports**

1. Adds the Navy Enlisted Classification (NEC) Change Request (EPMAC 1221/2).

**Encl (1)**



**Appendix C – Definition of Terms**

1. Includes an update of definitions affected by this change.

**Appendix D – Directives and Publications**

1. Includes an update of directives and publications.

**Appendix I – Malfunction Description Codes**

1. Adds Malfunction Code 174 to document manufacturing related quality issues. (05-014P)

**Appendix K – Type Equipment Codes**

1. Assigns responsibility for the assignment and control of Type Equipment Codes (TECs) to Commander Naval Air Systems Command (COMNAVAIRSYSCOM) (AIR-6.8.4.3) vice Space and Naval Warfare Systems Center (SPAWARSYSCEN) (C-018)
2. Updates J Series examples (C-021)
3. Adds W Series TEC for expendable aviation ordnance for CM, YWAB TEC for weapons handling support and allows NTCSS Optimized OMA NALCOMIS baseline managers to assign 3<sup>rd</sup> and 4<sup>th</sup> position Y series TECs. (05-30P)

**Appendix Q – Organization Code Structuring**

1. Updates the organizational code purpose, includes the Naval Aviation Logistics Data Analysis (NALDA) “Org translator” web site, and directs the fleet to contact Commander Naval Air Forces (COMNAVAIRFOR) (N422G) for information or changes to Organization codes. (05-053)

**Appendix S – Work Unit Codes**

1. Updates Work Center 01B.

**General**

1. Corrects text (as appropriate).

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**CHAPTER 1 - Introduction and Guide for Using the Naval Aviation  
Maintenance Program Instruction**

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## CHAPTER 1 - Introduction and Guide for Using the Naval Aviation Maintenance Program Instruction

### 1.1 Introduction

The **NAMP** is sponsored and directed by **CNO** and implemented by **COMNAVAIRFOR**. COMNAVAIRFORINST 4790.2 addresses concepts, policies, organizations, maintenance support procedures, and **O-level** and **I-level maintenance** (Volume I); **D-level maintenance** (Volume II); **MDS** (Volume III); aviation **3M** data processing requirements (Volume IV); and NAMP Standard Operating Procedures (Volume V).

### 1.2 Issuance

This document is issued in Portable Document Format (.pdf).

### 1.3 Guide for Using the NAMP Instruction

a. Pages are numbered in a separate series for each chapter and appendix. The pages of each chapter are numbered in sequence and preceded by the chapter number, for example, the third page in Chapter 1 is numbered 1-3. The pages of each appendix are numbered in sequence and preceded by the appendix letter, for example, the second page in appendix A is numbered A-2.

b. Figures are provided to clarify or amplify text. Figures are located at the end of the chapter and numbered in sequence and preceded by the chapter number, for example, the first figure in Chapter 1 is Figure 1-1. Figures in Volume V, Standard Operating Procedures, with the exception of **DOD/DON** forms, may be modified by commands as needed to meet specific aircraft/equipment requirements, provided minimum data requirements of **NAMPSOPs** are met.

c. Warnings, cautions, and notes used in this instruction are explained as follows:

(1) Warning refers to a procedure or practice that, if not correctly followed, could result in injury, long term health hazards, or death.

(2) Caution refers to a procedure or practice that, if not correctly observed, could result in damage to or destruction of equipment.

(3) Note refers to a procedure or condition that requires emphasis.

d. The concept of word usage and intended meaning that has been adhered to in preparing this instruction is as follows:

(1) "Shall" means procedure is mandatory.

(2) "Should" means procedure is recommended.

(3) "May" and "need not" mean procedure is optional.

(4) "Will" indicates futurity and never indicates any degree of requirement for application of a procedure.

(5) **MO** is equivalent to Aircraft Maintenance Officer for the Marine Corps.

(6) **AMO** is equivalent to Assistant Aircraft Maintenance Officer for the Marine Corps.

(7) **MMCO** is equivalent to Production Control Officer for the Marine Corps.

e. **Directives** cited in the text of this instruction are identified by the basic number, for example, OPNAVINST 3750.6R will be identified as **OPNAVINST 3750.6**. Each volume contains an appendix listing the latest referenced directives in use at time of publication of the change or revision to the **NAMP**. It is the responsibility of the user to determine the current status of any directive being used.

f. For NAMP policy interpretation, contact your cognizant **ACC/TYCOM/Wing**.

g. For questions other than NAMP policy, contact COMNAVAIRSYSCOM (AIR-3.3.3) at **DSN 342-7909** or **COMM (301) 342-7909**. Questions or comments may be submitted on the NAMP web site (<http://logistics.navair.navy.mil/4790/>) or by FAX (**COMM (301) 342-7741**).

#### 1.4 Corrections, Changes, and Deviations Processing

a. Corrections.

(1) Recommendations to correct administrative discrepancies shall be submitted by naval letter or by email directly to **COMNAVAIRSYSCOM** (AIR-3.3.3). **Figure 1-1** is a sample correction recommendation letter.

(2) **COMNAVAIRSYSCOM** (AIR-3.3.3) will reply via email to the originator acknowledging receipt of the correction recommendation and citing its disposition. All valid correction recommendations with no software impact will be incorporated at the earliest possible date. Valid correction recommendations with software impact will be coordinated with **SPAWARSYSCEN** Norfolk and **COMNAVAIRSYSCOM** (AIR-3.3.4) before incorporation.

b. Changes.

(1) Recommendations to change NAMP policies or procedures shall be submitted by naval letter or email, via the chain of command, to the originator's TYCOM. The TYCOM will submit change recommendations, using **CHARTS**, to **COMNAVAIRSYSCOM** (AIR-3.3.3). Activities without a TYCOM shall submit change recommendations directly to **COMNAVAIRSYSCOM** (AIR-3.3.3). **COMNAVAIRSYSCOM** (AIR-3.3.3) will enter the change recommendations into **CHARTS**. **Figure 1-2** is a sample change recommendation letter.

**NOTES: 1. When using email procedures, scan the signed letter and include it as an attachment.**

**2. Any individual or activity having knowledge of any situation, procedure, or policy that adversely affects critical NAMP functions shall report the information by naval message to COMNAVAIRFOR via cognizant wing/ACC/TYCOM with an information copy to COMNAVAIRSYSCOM.**

(2) **COMNAVAIRSYSCOM** (AIR-3.3.3) will reply via email to the originator acknowledging receipt of the recommended change.

(3) **COMNAVAIRSYSCOM** (AIR-3.3.3) will review recommended changes and conduct liaison as necessary with affected organizations. **SPAWARSYSCEN** Norfolk, **COMNAVAIRSYSCOM** (AIR-3.3.4), **NATEC** (AIR-3.3.5), and **NAVAIRWARCENWPNDIV** Point Mugu will assist in the review process and provide an impact assessment/cost of the recommended change if approved by **COMNAVAIRFOR**. Accepted changes are assigned a Change Control Number. Changes affecting software programming or report format/content in Volume I, II, III, or V will have a suffix "P" added to the Change Control Number. Changes containing new or revised forms will have a suffix "F" added to the Change Control Number. Changes affecting **OPNAVINST 8000.16** will have the suffix "N" added to the Change Control Number.

Changes to computer software requiring a change to Volume IV, but not affecting other volumes of this instruction or the functional process, such as documentation or analysis procedures, are processed as corrections.

(4) Following review and resolution of outstanding issues, COMNAVAIRSYSCOM (AIR-3.3.3) will forward the recommended change and all pertinent information to the NAMP Working Committee members for their review, comments, and vote via CHARTS.

(5) Upon completion of voting, COMNAVAIRSYSCOM (AIR-3.3.3) shall prepare and forward the recommended change to COMNAVAIRFOR (N422) with comments and recommendations (as appropriate).

(6) COMNAVAIRFOR has final disposition authority. The final disposition is recorded in CHARTS.

(7) A recommended change requiring software development or validation specification changes will be coordinated with SPAWARSCEN Norfolk, COMNAVAIRSYSCOM (AIR-3.3.4), and COMNAVAIRSYSCOM (AIR-3.3.3). An implementation date will be jointly established.

c. Deviation Requests.

(1) Requests to deviate from NAMP policies, procedures, or responsibilities shall be submitted by naval letter or email to COMNAVAIRFOR (N422), via the originator's chain of command, with a copy to OPNAV (N781) and COMNAVAIRSYSCOM (AIR-3.3.3). [Figure 1-3](#) is a sample deviation request letter.

**NOTE: When using email procedures, scan the signed letter and include it as an attachment.**

(2) Deviation requests are processed one of two ways:

(a) ACCs/TYCOMs, assisted by Type Wings/MAWs/COMFAIRs, will research and liaise as necessary to verify and substantiate the need for a deviation request based solely on manpower constraints (loss of authorized billets, for example, "gapped" billets). Following this investigation, the applicable ACC/TYCOM will approve or disapprove the deviation request and forward a copy to OPNAV (N781), COMNAVAIRFOR (N422), and COMNAVAIRSYSCOM (AIR-3.3.3).

(b) Deviation requests not related to manpower constraints shall be submitted to COMNAVAIRFOR (N422) via the chain of command, with a copy to OPNAV (N781) and COMNAVAIRSYSCOM (AIR-3.3.3). SPAWARSCEN Norfolk and COMNAVAIRSYSCOM (AIR-3.3.4) shall be included as "copy to" for all deviations affecting the MDS and NALCOMIS. COMNAVAIRFOR (N422), assisted by COMNAVAIRSYSCOM (AIR-3.3.3), will research and liaise as necessary to verify and substantiate the need for the requested deviation. Following this investigation, COMNAVAIRFOR (N422) will approve or disapprove requested deviation. A deviation request that affect MDS and NALCOMIS will be verified and coordinated with SPAWARSCEN Norfolk and COMNAVAIRSYSCOM (AIR-3.3.4). COMNAVAIRFOR (N422) grants a deviation for a specific duration for a situation or set of circumstances.



**DEPARTMENT OF THE NAVY**  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE ONE FIVE  
FPO AP 96601-6403

In Reply Refer To:  
4790  
Ser 40/011089  
06 Jun 04

From: Commanding Officer, CARAEWRON ONE ONE FIVE  
To: Commander, Naval Air Systems Command (AIR-3.3.3)

Subj: CORRECTION RECOMMENDATION TO COMNAVAIRFORINST 4790.2

Ref: (a) COMNAVAIRFORINST 4790.2

1. Recommend corrections to reference (a), Volume II, Chapter 3, Figure 3-1 and Volume V, Chapter 10, Figure 10-1. Correct the FST for LOX converters to read PMA-202 vice PMA-205.
2. This correction recommendation corresponds with the current realignment.
3. Point of contact is AZCS A. Linthicum, DSN 123-4567, email [linthicuma@navy.mil](mailto:linthicuma@navy.mil).

K. G. MUSIL  
By direction

**Figure 1-1: Correction Recommendation Letter (Sample)**

**DEPARTMENT OF THE NAVY**  
STRIKE FIGHTER SQUADRON ONE TWO FIVE  
NAVAL AIR STATION  
LEMOORE, CA 93246-5125

In Reply Refer To:  
4790  
Ser 10/0760  
06 Jun 03

From: Commanding Officer, Strike Fighter Squadron 125  
To: Commander, Naval Air Systems Command (AIR-3.3.3)  
Via: (1) Commander, Strike Fighter Wing, U.S. Pacific Fleet  
(2) Commander Naval Air Force, U.S. Pacific Fleet

Subj: CHANGE RECOMMENDATION TO COMNAVAIRFORINST 4790.2

Ref: (a) COMNAVAIRFORINST 4790.2

1. Recommend deleting the first sentence of reference (a), Volume I, Chapter 12, paragraph 12.1.4b, and replacing it with the following: "The below listed conditions requiring FCFs are minimal and mandatory unless type specific requirements have been established otherwise in the applicable NATOPS. This does not preclude operational commanders from imposing additional requirements of the scope and frequency deemed necessary."
2. This change recommendation would allow type specific requirements if they are needed. Under current NAMP direction, all aircraft, regardless of type, must adhere to the same requirements for FCFs. With the introduction of Fourth Generation aircraft, it has become increasingly apparent there is need for change. Due to the dramatic engineering improvements in the areas of redundancy, reliability and maintainability, the differences between Fourth Generation aircraft and their predecessors have grown immensely. It is this diversity that requires allowance of type specific FCF requirements when deemed appropriate.
3. Point of contact is ADC P. Flores, DSN 123-4567, email floresp@navy.mil.

T. J. THOMPSON  
By direction

**Figure 1-2: Change Recommendation Letter (Sample)**

**DEPARTMENT OF THE NAVY**  
NAVAL TEST WING ATLANTIC  
22541 MILLSTONE ROAD  
PATUXENT RIVER, MD 20670-5304

In Reply Refer To:  
4790  
Ser 55IM90A/014  
5 May 04

From: Commander, Naval Air Wing Atlantic  
To: Commander, Naval Air Forces (N422)  
Via: Commander, Naval Air Systems Command (5.0.D.4)

Subj: DEVIATION REQUEST: SUPPORT EQUIPMENT OPERATOR TRAINING AND  
LICENSING PROGRAM PHASE I INSTRUCTORS

Ref: (a) COMNAVAIRFORINST 4790.2

1. The Aircraft Intermediate Maintenance Department requests authority to deviate from reference (a) Vol. V, CH 17, Para 17.4f (note) to designate personnel without NEC 9502 as Phase I instructors.
2. Reference (a) process change 2H0138 eliminates the NEC 9502 requirement for Phase I instructors and was approved.
3. Point of contact is Aircraft Intermediate Maintenance Department Support Equipment Division Officer: AZC C. Bullock, DSN 123-4567, Comm (301) 123-4567, email bullockc@navy.mil.

W. P. BENNETT  
Capt USN

Copy to:  
OPNAV (N781)  
COMNAVAIRSYSCOM (AIR-3.3.3)  
NTWL (Code 55IM90A)

**Figure 1-3: Deviation Request Letter (Sample)**

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## CHAPTER 2 - Introduction to the Maintenance Data System

### 2.1 Introduction

a. Purpose. The MDS was developed as an integral part of the Navy 3M System and provides data input to the NAMP. The MDS furnishes data products which provide management tools for the efficient and economical management of maintenance organizations.

b. Scope. The 3M System is sponsored by the CNO and administered through the operating chain of command. Technical support is provided by SPAWARSYSCEN Norfolk, VA, and COMNAVAIRSYSCOM (AIR-3.3.4). Figure 2-1 is a graphic display of the elements which make up the aviation 3M System.

(1) The MDS is a management information system designed to provide statistical data for use at all management levels relative to:

- (a) Equipment maintainability and reliability.
- (b) Equipment configuration, including alteration and TD status.
- (c) Equipment mission capability and utilization.
- (d) Material usage.
- (e) Material nonavailability.
- (f) Maintenance and material processing times.
- (g) Weapon system and maintenance material costing.

(2) It is CNO policy that data will be collected at the source, only once, by data users. Further, the MDS described in this chapter will be used as the principal means of collecting source data in support of the information areas outlined above.

(3) Unless specifically directed otherwise by CNO/COMNAVAIRFOR, compliance with procedures contained in this chapter is mandatory for all Navy and Marine Corps aviation activities and Cognizance Symbol 20 aviation training devices activities.

(4) Subordinate operating or systems commands are not authorized to impose additional maintenance data collection requirements on fleet activities or to modify the procedures contained in this chapter without the prior approval of COMNAVAIRFOR.

(5) Command Responsibility. The MDS provides a valuable tool for use by maintenance management. It was not designed to replace management or supervision but to assist management. To achieve its designed purpose it requires command attention, support, and use. The key to an effective MDS is the Work Center Supervisor. The Work Center Supervisor must understand the MDS, proper procedures for using source documents, and information obtained from machine reports. The Work Center Supervisor must assure complete and accurate documentation and ensure personnel have received proper training and motivation. Work center supervisors should receive command attention and support in achieving these goals. A product from MDS is only as good as the input information. The input will be used to provide management products for the highest levels of Navy management.

## 2.2 Central Design Activity and NALCOMIS Functional Manager

a. SPAWARSSYSCEN Norfolk, VA, as the CDA, is responsible for generating source and object programs and QA testing of programs prior to fleet release. Programs and operating instructions, tailored to the capabilities of the individual hardware suites, are issued to the NDCSC, squadrons, NAVAIRDEPOTs, and AIMDs. Figure 2-2, Program Responsibilities Flow Chart, shows these relationships.

### COMNAVAIRSYSCOM Functional Manager

(1) The SPAWARSSYSCEN NTCSS Program Manager will coordinate with the NALCOMIS Functional Manager to ensure aviation functional requirements are incorporated into the NTCSS system requirements. Existing NALCOMIS functional specifications and requirements will remain valid until appropriate NTCSS changes are approved by the COMNAVAIRSYSCOM Functional Manager. All approved NALCOMIS functional specifications and requirements will remain in effect until superseded by NTCSS documentation.

(2) COMNAVAIRSYSCOM (AIR-3.3.4) is the Functional Manager for aviation maintenance and logistics information systems. The Functional Manager will:

- (a) Prepare the system and subsystem specifications for Optimized NALCOMIS.
- (b) Establish and maintain organizational structures and procedures, such as user group and Fleet Design Team conferences to ensure full and active user community participation in the definition, review, and certification of functional requirements in all aspects of module development and maintenance.
- (c) Review functional course curricula for incorporation in NTCSS technical training and prepare a functional annex for inclusion in the NTCSS NTP.
- (d) Prepare test plans and test analysis reports to support the functional certification of the NTCSS functional software modules.
- (e) Certify functional adequacy of cognizant modules in acceptance tests.
- (f) Develop detailed functional descriptions and solutions to requirements with the assistance of user groups or Fleet Design Teams.
- (g) Ensure Optimized NALCOMIS maintenance systems requirement documents are kept current and reflect proper justification for policies and improved business procedures and track the changes to ensure benefits were achieved.
- (h) Coordinate with CMC to ensure Marine Corps peculiar expeditionary/operational functional requirements are met.
- (i) Serve as a voting member of the NTCSS requirement IPT.
- (j) Coordinate change proposals with the TYCOMs for submission to the NTCSS requirements IPT.
- (k) Standardize NALCOMIS functionality for both O-level and I-level maintenance activities.
- (l) Establish criteria to ensure data validity is achieved at initial data entry and maintained throughout the system.

### 2.3 Central Data Repository

A central data repository facility is maintained by [COMNAVAIRSYSCOM](#) (AIR-3.3.4). This facility receives [MDS](#) data in the form of reproduced machine records from reporting activities through their [NDCSC](#).

### 2.4 General Description of the Maintenance Data System

a. The [MDS](#) embraces four separate but interrelated subsystems: (1) [MDR](#), (2) [SCIR](#), (3) [MR](#), and (4) [Utilization Reporting](#) ([Figure 2-1](#)).

b. The documentation procedures for each of these subsystems are described in the applicable chapters of this instruction and discussed briefly in the following paragraphs.

(1) [MDR](#) involves the most complex and the widest range of data in the [MDS](#). [MDR](#) is designed so each worker or group of workers, upon completion of a job, converts a narrative description of the job into codes and enters the coded information on standard source documents. These documents are collected and machine processed daily to produce a variety of machine reports. Through careful analysis of these reports, maintenance managers may be kept continually advised of the nature, quantity, and quality of maintenance work performed. Source documents include the [MAF](#) and the [METER Card](#) (Green Copy).

(a) [MAF](#). The portion of the maintenance organization's workload devoted to repair, [TD](#) compliance, and periodic and [conditional inspections](#) is the area in which there is the greatest requirement for in depth data. This data is required for the immediate management needs of the local command and of higher management. The [MAF](#) is used for recording data to meet these requirements. The form provides for recording the following types of data:

- 1) [JCN](#).
- 2) Organization and [work center](#) where the work is being performed.
- 3) Type equipment, system, subsystem, and component being worked on.
- 4) How the malfunction, discrepancy, or failure occurred, when it was discovered, and the action taken to correct it.
- 5) Identification of parts and components removed and replaced.
- 6) Cause and duration of work stoppages.
- 7) Man-hours and [EMT](#) expended on the job.
- 8) Signatures of individuals performing, inspecting, and supervising the maintenance.
- 9) [TD](#) identification and compliance.

(b) [METER Card](#) (Green Copy). The portion of the maintenance organization's workload devoted to the [calibration](#) and repair of [TAMS](#) is documented on the [METER Card](#). This form, prescribed for recording the data, interfaces the [MEASURE](#) and aviation [3M](#) systems. The data is required for the immediate management needs of the calibration activity. The aviation [3M](#) data records produced from the [METER Card](#) are the same as those from the [MAF](#) data records. This form provides for recording the following data:

- 1) [JCN](#).



2) Organization and work center where the maintenance action is being performed and the supported organization.

3) How the malfunction, discrepancy, or failure occurred, when it was discovered, and the action taken to correct it.

4) Man-hours and EMT expended on the maintenance actions.

5) Signatures of individuals performing, inspecting, and supervising the maintenance.

(2) Subsystem Capability and Impact Reporting. SCIR is generated from the MAF. The SCIR reports which include the equipment's utilization use the Naval Aircraft Flight Record as the primary source of data. SCIR provides factual information, generated at the lowest level of maintenance, as to aircraft or equipment inventory and actual subsystem performance. It provides specific aircraft or equipment mission capability and uniquely defines the categories of FMC, PMC, and NMC for a specific type and model aircraft or equipment. The degradation of equipment mission capability is reported by recording EOC codes in the Repair Cycle and Maintenance/Supply Record sections of the MAF. EOC codes are documented when a specific system or subsystem impacts the mission capability of that equipment. The EOC code is a three position code. The first position is derived from the MESM published as an enclosure to OPNAVINST 5442.4. Only the first position is documented on the MAF. The second and third positions are computer generated using the first two positions of the documented WUC. SCIR provides data to determine mission capability, system or subsystem reliability, and serves as a management tool. SCIR data may be used at any level of management.

**NOTE:** Procedures for reporting SE inventory are defined in Chapter 9.

(3) Material Reporting. Repairable component control and usage data are submitted to the NDCSC by the local supply organization using 60 series data from the daily extract and material requisitions (DD 1348) as source documents. Machine reports produced from these documents merge key data elements of maintenance and supply and are provided to the local supply (and IMAs if requested) for monitoring the flow of repairable components. The information permits management to:

(a) Relate material issues/turn-ins to weapon systems and components by activities and maintenance level.

(b) Advise higher commands of material expenditures in support of maintenance.

(c) Determine weapon systems expenses at the O-level and I-level.

(4) Utilization Reporting. Utilization of aircraft is reported by submission of Naval Aircraft Flight Records (OPNAV 3710/4).

## 2.5 Data Accuracy

a. Throughout the MDS, accurate documentation must be a continuous concern. Each uncorrected erroneous document results in a loss of effectiveness of the submitted data and the system in general. Work center supervisors, with the guidance of the analyst, must strive at all times for absolute accuracy. Recurring documentation errors must be recognized and made the subject of the analyst's training program. The importance of accurate and complete data is further emphasized when large scale, Navy wide use of this data is considered.

(1) Higher level Navy managers use this data to:

(a) Analyze high system failures and high man-hour consumers by specific weapon system.

- (b) Identify desirable product improvements.
- (c) Analyze inspection requirements as a basis for adjusting inspection criteria and intervals.
- (d) Adjust component scheduled removal intervals.
- (e) Improve I-level repair capabilities.
- (f) Identify failed items under warranty.
- (g) Establish realistic manning factors.
- (h) Determine and justify the need for modifications and engineering changes.
- (i) Establish equipment reliability factors.
- (j) Determine tooling and equipment requirements.
- (k) Predict probable failures through trend analysis.
- (l) Determine the status of compliance with mission readiness type TDs.

(2) At the local level, summaries of this data will assist in identifying (with documented evidence) the following:

- (a) High man-hour per operating hour equipment (by SERNO or type equipment).
- (b) Man-hours lost to cannibalization and removal of items to FOM.
- (c) Areas with skill or training deficiencies.
- (d) Efficient or inefficient use of available manpower.
- (e) Items with high failure rates.
- (f) Inadequate troubleshooting.
- (g) Reasons for ground and in-flight aborts.
- (h) High usage items.
- (i) Status of TD compliance.
- (j) Warranted item failure and subsequent repair.

b. Data Validation. As data from source documents are extracted and converted to machine readable formats, each data element entered into the MDS is validated to a prescribed set of relational validations. The VALSPECS must be readily available to the analyst at all times. Data elements that fail validation are flagged on the applicable DAR. Measures must taken to correct erroneous data.

c. Daily Audit Reports. DARs are prepared by the NDCSC and list data submitted by the reporting activities. Activities verify the input data and correct errors. These reports must be checked promptly by the originating work centers and corrections submitted using applicable data verification and correction procedures. The data analyst will coordinate with the work centers and the NDCSC on corrections to the

DARs. Reports available to the analysts, maintenance managers, and supervisors for the daily monitoring of documentation accuracy are:

- (1) **NAVFLIRS** DAR. Prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4).
- (2) **VIDS/MAF** Copy 1 DAR. Prepared from data submitted on **MAF** or **METER Card** (Green Copy).
- (3) DD 1348 DAR. Prepared from data submitted on the DOD Single Line Item Requisition System Document (DD 1348).
- (4) **VIDS/MAF** Copy 2 DAR. Prepared daily from data submitted from the daily extract of 60 series data.

## **2.6 Central Data Bank Correction Procedures**

To correct this data refer to correction procedures outlined in **Volume IV**.

## **2.7 Local data base Correction and Deletion Procedures**

a. Corrections and deletions to **MDS** Source Documents and **DARs**. Reporting activities will submit MDS source documents daily to their **NDCSC** for processing. The NDCSC will enter data from source documents and produce DARs. As data errors are encountered the following procedures will apply.

(1) If data errors are noticed during the data entry operation, the NDCSC shall circle the erroneous or illegible data element(s) in red and return the source document to the reporting activity for correction and resubmission.

(2) If data errors are not noticed during the data entry operation, the system will validate all input records (including the R-Supply) and identify data errors on the applicable DAR. A seven-character **DOCNUM** will be associated with each record entering the system to facilitate data record uniqueness.

(3) The reporting activity will screen the DARs for accuracy. Any data element or record/**RECTYP** contained on the Part I or Part II of the DAR that is found to be in error will be annotated as follows:

(a) Any data field requiring correction or change will be lined out with a single red line. The correct data will be handscripted immediately above the lined out entry and a C will be recorded under the **CC** column on the far right side of the record/**RECTYP** or immediately to the left of the letter prefix in the case of **MAF** Copy 1 or **METER Card** (Green Copy) A-Z records.

(b) Any data element within a record that is to be deleted will be lined out with a single red line and a C will be recorded under the **CC** column on the far right side of the record or immediately to the left of the letter prefix in the case of **MAF** Copy 1 or **METER Card** (Green Copy) A-Z records. When data elements have been deleted the entire record will appear minus the deleted data elements on the DAR Part I (if still valid) or Part II (if invalid) with a C to the left of the letter prefix, except for all other **RECTYPs**, where the C will appear in the **CC** column of the specific **RECTYP**.

**NOTE: Only numeric validation will apply to RECTYP 7E DTEDEP for documents that remain invalid more than 1 month (cumulative NAVFLIRS DAR Part II).**

(c) If a whole record or source document is to be deleted, a D will be recorded directly under the **CC** column on the far right side of the record or immediately to the left of the letter prefix in the case of **MAF** Copy 1 or **METER Card** (Green Copy) A-Z records. All records being deleted will appear on DAR Part

I (if MAF family is still valid) or Part II (if MAF family becomes invalid) with a D to the left of the letter prefix, except for all other RECTYPs, where a D will appear in the CC column. When deleting MAF Copy 1 H-Z RECTYPs, delete only the first record that requires deletion. All the subsequent RECTYPs will automatically be deleted. Any records that were automatically deleted must be resubmitted if still applicable.

(d) The deletion of a MAF Copy 1 or METER Card (Green Copy) A record will cause the entire family of A-Z records associated with that DOCNUM to be deleted. A MAF Copy 1 or METER Card (Green Copy) B record cannot be deleted.

(e) The deletion of a NAVFLIRS RECTYP 7B will cause the entire family of RECTYPs associated with that DOCNUM to be deleted. PAGENR1 LEGNR1 of RECTYP 7E or 7F cannot be deleted.

(f) Computer generated EOC Codes, corrections shall be accomplished as follows:

1) If corrections are applied to the WUC, 2nd and 3rd positions of previously generated EOC Codes will be replaced by revised 1st and 2nd position of WUC. Only corrections to 1st position of EOC Code will be allowed.

2) If 1st position of EOC Code is changed from B-H, J-L or W-Z to A, 2nd and 3rd position of EOC Code will be replaced by zeros.

3) If 1st position of EOC Code is changed from A to B-H, J-L or W-Z then 2nd and 3rd position of EOC Code will be replaced by 1st two positions of WUC.

(g) The following rules apply to the correction of the AWAY/CORRCD data elements, for all RECTYPs (except NAVFLIRS).

1) MAF Copy 1 A Record. CORRCD of 1 or 2 cannot be corrected. Source documents must be deleted and resubmitted. Any other characters in CC 78 may be corrected as necessary.

2) MAF Copy 1 B-Z Records. Any character in CC 78 may be corrected to a 2 or Blank as necessary.

3) 60-67 RECTYPs. Any character in CC 78 may be corrected as necessary.

(4) There are eight data elements in which corrections are not allowed. If corrections are required for these data elements, the record must be deleted and the source document resubmitted. MAF Copy 1, METER Card (Green Copy), or NAVFLIRS will require a new source document. These eight elements are:

(a) ORG code.

(b) DOCNUM.

(c) RECTYP.

(d) BU/SERNO (all records except 60-67 or NAVFLIRS).

(e) TRCODE (MAF Copy 1 with TRCODE 00, 02, or 03).

(f) TEC (except NAVFLIRS).

(g) Date/time (MAFs Copy 1 with TRCODE 00, 02, or 03).

(h) SSN (NAVFLIRS RECTYP 7D only).

(5) The reporting activity will return the annotated DARs to the NDCSC with the following day's submission of source documents.

**NOTE: [NALCOMIS](#) sites will submit corrections using applicable on-line functions or electronic media.**

(6) Correction records are entered and applied to the local data base during normal daily processing. After a correction has been applied, the entire record will be revalidated and appear on the applicable DAR. If the record with new data validates correctly, it will appear on the Part I for MAF Copy 1 or METER Card (Green Copy) family A-Z records with a C left of the letter prefix. For all other RECTYPs, the C will appear under the CC column header. When a record is deleted, the record will appear on the Part I for MAF Copy 1 or METER Card (Green Copy) family A-Z records with a D left of the letter prefix. For all other RECTYPs the D will appear under the CC column header.

(7) When correction records cannot be applied because of errors such as an invalid data source, or no matching DOCNUM, they will be printed on the DAR Part III. The data element causing the correction record to be in error will be underscored with asterisks. Duplicate [CR/DR](#), those with the same document number and data source block, will appear on Part III with an asterisk (\*) under the CC field. The reporting activity will research the error, line out the erroneous element with a single red line, and annotate the correction element above the lined out element. After annotation, the DAR Part III may be returned to the NDCSC where the record will be entered directly from the Part III report.

(8) Whenever an invalid RECTYP, DOCNUM, ORG, missing A or B record, or missing 7B, 7C, 7E, or 7F RECTYP is encountered, it cannot be processed into the local data base or forwarded to [COMNAVAIRSYSCOM](#) (AIR-3.3.4). These records will be displayed on the DAR Part IV in record image format. The reporting activities will have to work in concert with the NDCSC to resolve these errors. Since the record will not reside in the local data base, the original source document will have to be resubmitted if the data in fact requires entry into the data base.

(9) Where the NDCSC provides microform machine reports, locally produced forms may be used to effect data verification and corrections. Such forms should be designed by the local NDCSC preparing the microform reports.

b. Corrections to Master Roster Reports. The NDCSC will provide an E-00 and a NAVFLIRS-00 upon implementation and at the beginning of each accounting period. If data requires correction/change, the reporting activity will accomplish such changes through the normal submission of the proper source documents (MAFs using TRCODE 00, 02, or 03 or Naval Aircraft Flight Records RECTYP 7D) as applicable.

c. Late Submission. The system flow should allow for at least one correction update to facilitate the correction of any errors noted on the last DAR run on the last day of the month. Errors submitted on previous updates but not corrected may also be applied at this time. The NDCSC will establish a monthly cut-off date/time. New source documents or corrections may not be applied after the cutoff.

(1) Source documents submitted after the monthly cut-off date/time will be held and processed in the next accounting period. To indicate late submissions, a Z will be entered in the away field of each record, except for the following:

(a) MAF Copy 1 or METER Card (Green Copy) where the Z will be entered in the away field of the A record only.

(b) NAVFLIRS RECTYPs submitted at a NDCSC other than the supporting NDCSC of the aircraft reporting custodian (foreign NDCSC) will have a 4 entered in the away field of all RECTYPs associated with that family.

(2) These records will appear on DARs as validation requirements dictate. Validation requirements will not be applicable to accounting period relational validation. Normal corrections/deletions as stated in this chapter shall apply. Late submission (Away Z) or RECTYPs with a CORRCD of 1 or 2 will not be considered for monthly reports but will be forwarded to COMNAVAIRSYSCOM (AIR-3.3.4) or to an NDCSC when effecting a NDCSC transfer.

**NOTE: Data processed per subparagraph 2.7 c(1)b will be applied to Weapons Proficiency Data and Fiscal Year Summary on the NAVFLIRS-3 (Figure 3-31).**

(3) Corrections submitted after the monthly cutoff will not be applied following local correction procedures. NAVFLIRS corrections will be processed only by following the procedures outlined in this paragraph. All other MDS corrections will be processed only by following the Central data base Correction Procedures outlined in Volume IV.

## 2.8 NAVFLIRS 3-Month Local History Correction/Deletion Procedures

a. The NAVFLIRS history file will contain valid transaction records for the previous 3 calendar months at the local NDCSC level. NAVFLIRS allows for correction/deletion procedures to the history file per the following paragraphs.

b. Correction to the History File

(1) Submit a Naval Aircraft Flight Record (OPNAV 3710/4) with the original DOCNUM. Fill out only the RECTYP(s) requiring correction(s), substituting allowable corrections for the erroneous data, and place a C in the EXCD Block. This procedure will retrieve the document from the history file.

**NOTE: Only numeric validation will apply to RECTYP 7E DTEDEP for documents that remain invalid more than 1 month (cumulative NAVFLIRS DAR Part II).**

(2) The corrected source document will appear on the applicable DAR. If further corrections/deletions are required, use daily CR/DR procedures. Following revalidation, these corrections/deletions will be forwarded to COMNAVAIRSYSCOM (AIR-3.3.4) with the normal NDCSC submission for the month. If the document is from the aircraft reporting custodian, COMNAVAIRSYSCOM (AIR-3.3.4) will apply the CR/DR record to the existing document within their data bank.

c. Adding a RECTYP to an Existing Document Currently in the History File.

(1) Submit a Naval Aircraft Flight Record with the original DOCNUM and a D in the EXCD block of RECTYP 7B. This procedure will delete the original source document. Resubmit with a new DOCNUM. Aircraft reporting custodians submitting documents affecting history will insert a Z in the "Away from Home" block on the DCF. (The Z will appear in all RECTYPs associated with this DOCNUM in position 78.)

(2) If the new document becomes invalid following validation and is routed to DAR Part II, use the CR/DR procedures to correct the errors.

d. Foreign NDCSC. Submission of NAVFLIRS source documents at a NDCSC (Foreign NDCSC) that is not the same NDCSC that provides data services for the ORG (aircraft reporting custodian) documented in Block 7B-21, will require a DCF with a 4 in the "Away From Home" Block. This 4 will appear on all NAVFLIRS RECTYPs associated with this submission. These source documents will be used to update the local data base only.



## 2.9 Data Transfer

a. When a situation arises that requires the transfer of the data processing function from one **NDCSC** to another, the analyst of the transferring organization will notify the NDCSC of such transfer by submitting notification of transfer memorandum in the form of **Figure 2-3**. The analyst will notify the NDCSC of the cutoff date for transfer at least 5 working days prior to it. The NDCSC will provide the analyst with all **MDS** data accumulated for that accounting period (through the cutoff date) for that organization. The analyst will deliver the transfer data to the new NDCSC for inclusion into that NDCSC's data bank. The new NDCSC will incorporate the transferred data into its local data base to provide monthly reports at the end of the reporting period in addition to the **COMNAVAIRSYSCOM** (AIR-3.3.4) submission. **Volume IV** provides a listing of records that will be transferred between NDCSCs. Once data has been removed from the transferring NDCSC's data base, local correction procedures cannot be applied to audit reports produced by that however, the receiving NDCSC will validate all data received and produce **DARs** as if the data was entering the system for the first time. Upon receipt of these audit reports local correction procedures are applied.

b. Where the NDCSC provides microfiche machine reports only, locally produced forms may be used to effect data verification and correction.

## 2.10 Document Control Form (OPNAV 4790/45)

a. Two copies of the **DCF** (**Figure 2-4**) are prepared each time the reporting activity submits source documents to the **NDCSC**. When manual supply accounting procedures are in use, the DCF is also used by the local supply organization to submit **MR** documents. If the activity uses mechanized supply accounting or is a **NALCOMIS** activity, there is no need for the MR document control form. Those activities submitting source documents via electronic media shall use locally developed procedures for tracking.

b. The documents to be submitted are separated, grouped, and counted by document type. The number of documents submitted by type is entered in the appropriate line under forms count column 1. The NDCSC will enter Julian date and time received, signature, and verify the number of documents by entering their count of the document category in Forms Count column 2.

c. **NAVFLIRS** source documents must be batched and submitted on separate DCFs from other **MDS** source documents.

d. If, during NDCSC processing, a document is found to be illegible or otherwise cannot be entered, it is returned to the submitting activity for correction. A total of these rejected documents is entered in the DCF forms reject column. Rejected or late documents submitted after the end of an accounting period must be submitted with a separate DCF. This data will be processed with the next accounting period data. Any such submission requires special coordination with the NDCSC, and an away code of Z will be assigned to the DCF.

e. To identify data generated in an away from home situation, a one character code may be entered by the submitting activity in the away from home space at the top of the DCF. Any alphabetic or numeric character may be used except 1, 2, 3, 4 or Z. Z is reserved for late submission from the previous accounting period, and codes 1 and 2 are reserved for making corrections to the **COMNAVAIRSYSCOM** (AIR-3.3.4) central data bank. Code 3 is reserved for the **CDA**. Code 4 is reserved for the Naval Aircraft Flight Record (OPNAV 3710/4) submitted by an aircrew to a NDCSC that is not the same NDCSC supporting the aircraft reporting custodian. All such data will require a separate DCF for each away code used. The code documented on the DCF will be entered into each record produced from that batch of documents. Only the "A" record (data elements documented in MAF blocks preceded by the alpha character A) in the **MAF** Copy 1 will contain the away code.

### 2.11 Source Document Pickup and Delivery

The analyst of the reporting organization will contact the [NDCSC](#) to determine the daily delivery and pickup point of [MDS](#) source documents/machine reports. On initial contact, specific cutoff times should be established to ensure an even data entry workload at the NDCSC. The time established should be mutually agreed upon by all concerned.

### 2.12 Monthly Reports Request

[MDS](#) monthly reports are prepared at the end of each monthly accounting period. These reports reflect the transactions submitted during the accounting period. Each reporting organization has the capability to select the reports it requires to be produced. Only the reports selected by requesting organizations will be produced ([Figure 2-5](#)).

### 2.13 Data Analysis

The time and expense required to collect and machine process maintenance data cannot be justified if the data is not continuously and constructively analyzed and used at all levels of command management. In effect, the process of data collection and machine processing provides a mass record of maintenance actions. The process of data analysis sorts from the mass data the significant events that require corrective action or merit command management attention. By this process, management is provided with significant facts as a basis for decision making. [Chapter 3](#) prescribes the machine reports. [Chapter 4](#) prescribes the analysis techniques, products, and maintenance summaries. The summaries represented in [Chapter 4](#) reflect the minimum data that every maintenance activity should require. It is anticipated that some activities, depending on their mission or special circumstances, will require additional analysis or analysis in greater depth. Continuous refinement of the data analysis process is essential to system improvement, and is encouraged at all levels.

### 2.14 Data Codes

a. Machine oriented data processing operation requires a certain amount of data to be in code form before it is recorded on machine records. Certain data, such as man-hours expressed numerically in hours and tenths of hours, is directly machine readable and need not be encoded before data entry. Other data, however, must be reduced to code for machine processing.

b. Code Structures. Codes used in machine data processing may consist of one or more letters, numbers, or a combination of both. Codes composed entirely of letters are referred to as alpha codes, those composed of all numbers as numeric, and a combination letter and number code is referred to as alphanumeric. Codes in which the letters or numbers are arranged in a systematic, orderly pattern, conforming to the organizational pattern of the information to be encoded, are referred to as structured codes. Structured codes have been prescribed for much of the data to be processed by ships and stations for local use.

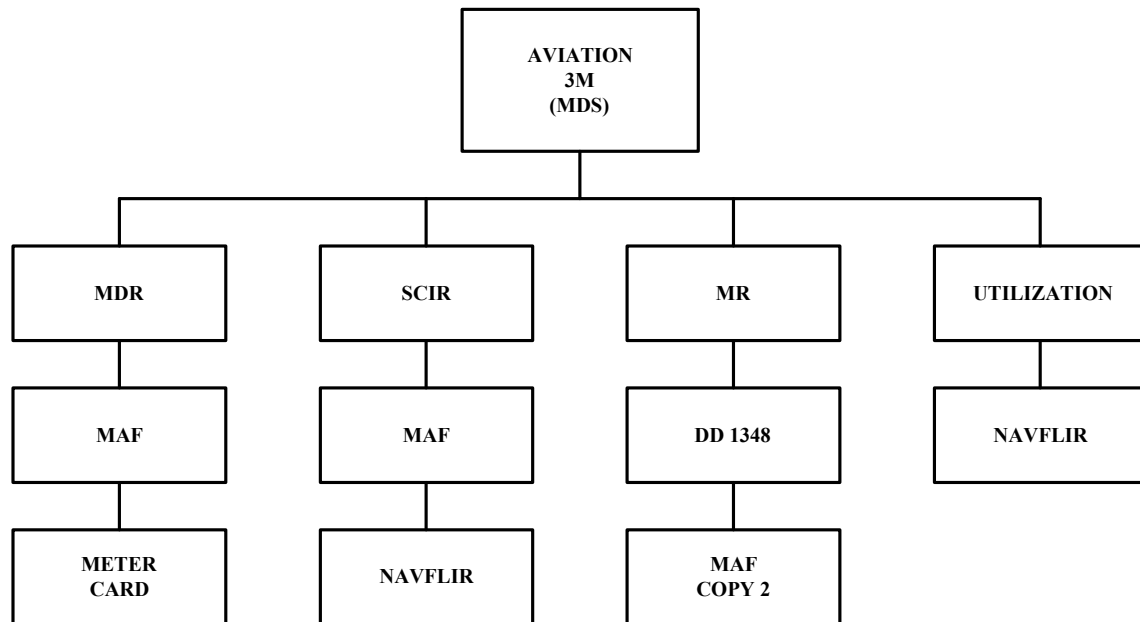
c. Codes Used in This System. Existing codes already available either within the Navy or in other services, have been adopted and used in this system as applicable. Some codes prescribed, such as work center codes, have been given limited structuring and have the flexibility of allowing for additional structuring to meet local management needs. Additional codes used in combination with other information form identifiers for control and other purposes. For example, a combination of the organization code, the Julian date, and a nonsignificant locally assigned sequence number is used in the system to generate a [JCN](#). A list of the various codes peculiar to this system is shown in [Figure 2-6](#).

d. [WUC](#) Manuals. To make certain that codes are conveniently available to all personnel actually performing and recording maintenance actions, WUCs have been published in manual form under [COMNAVAIRSYSCOM](#) technical publication system. In addition to WUCs applicable to individual weapon systems, the manuals contain listings of other codes used in maintenance documentation. See the latest



edition of [NAVSUP Publication 2003](#) for instructions on obtaining WUC manuals. For a current listing of codes, other than WUCs, see the appropriate appendices of this volume.

e. Stability and Control of Codes. The codes contained herein are for Navy-wide use and may not be altered locally. [SPAWARSYSCEN](#) Norfolk, VA, is authorized to control the codes used in this system, with the exception of aircraft status codes, [TMR](#) codes, [WUCs](#), and [EOC](#) codes. Aircraft status codes are listed in [OPNAVINST 5442.2](#), TMR codes are listed in [OPNAVINST 3710.7](#), and EOC codes are listed in [OPNAVINST 5442.4](#). WUCs are controlled by the [NATEC](#) (Code 3.3.5) under COMNAVAIRSYSCOM cognizance ([Figure 2-6](#)).



SOURCE DOCUMENTS

MAF: Maintenance Action Form  
METER Card: Metrology Equipment Recall Card  
NAVFLIR: Naval Aircraft Flight Record  
DD 1348: DOD Single Line Item Request System Document

Figure 2-1: Elements of the Naval Aviation Maintenance Data System

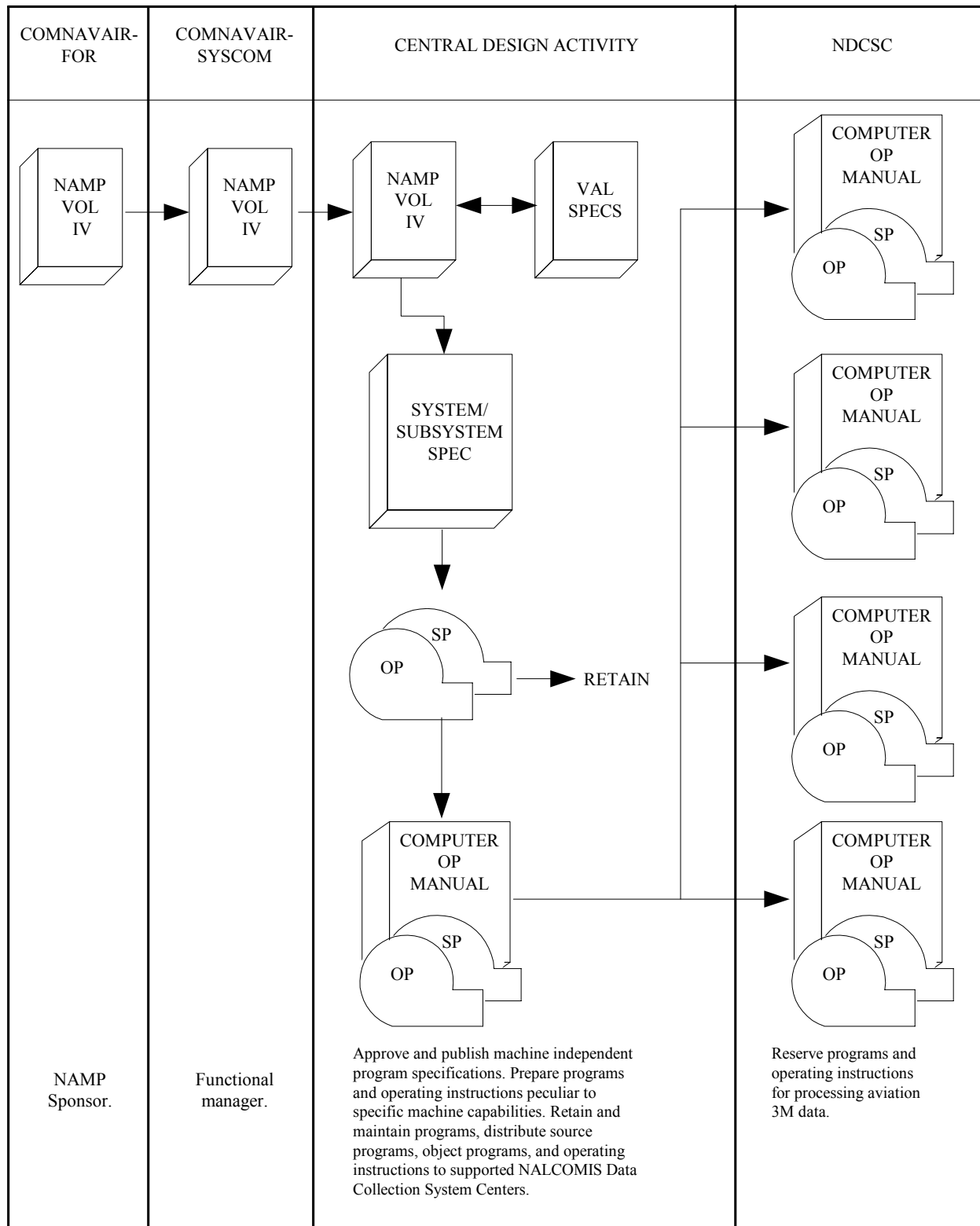


Figure 2-2: Program Responsibilities Flow Chart

1 JUN 04

MEMORANDUM

From: (Reporting Organization)  
To: (NALCOMIS Data Collection System Center)

Subj: REQUEST FOR DATABASE TRANSFER

Ref: (a) COMNAVAIRFORINST 4790.2

1. Per reference (a), the following information is furnished to effect the transfer of 3M data to another NDCSC.

Organization code of activity being transferred: \_\_\_\_\_

Effective date of transfer: \_\_\_\_\_

NDCSC data will be transferred to: \_\_\_\_\_

2. Point of contact: \_\_\_\_\_

\_\_\_\_\_  
Signature

**Figure 2-3: Notification of Transfer (Sample)**

OPNAV 4790/45 (REV 8-94) PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED SN 0107-LF-018-4600

**2-16**

Monthly Aircraft Utilization Report .....	NAVFLIRS-1
Monthly Aircraft Mission Report .....	NAVFLIRS-2
Monthly Individual Flight Activity Report .....	NAVFLIRS-3
Monthly Aircraft Logistics Data Report .....	NAVFLIRS-4

Monthly Production Report .....	MDR-2
Job Control Number Consolidation Report .....	MDR-3
Technical Directive Compliance Report .....	MDR-4-1
Intermediate Technical Directive Compliance Report .....	MDR-4-2
Maintenance Action by Bureau/Serial Number Report .....	MDR-5
Maintenance Action by System and Component Report .....	MDR-6
Component Repair/Beyond Capability of Maintenance Report .....	MDR-7
Failed Parts/Parts Required Report .....	MDR-8
Repair Cycle Data Report .....	MDR-9
Foreign Object Damage Report .....	MDR-10
Corrosion Control/Treatment Report .....	MDR-11
No Defect Report .....	MDR-12
When Malfunction Was Discovered Report .....	MDR-13
Equipment Master Report .....	E-00

Monthly Equipment Discrepancy and Utilization Report .....	SCIR-3
Monthly Equipment Capability Report .....	SCIR-4
Monthly Equipment Mission Capability Summary Report .....	SCIR-5-1
Monthly Equipment Mission Capability Bureau/Serial Summary Report .....	SCIR-5-2
Monthly Mission and Maintenance Data Detail by Bureau/Serial Report .....	SCIR-5-3

Requesting Organization Code: \_\_\_\_\_

Repairable Management Data Report .....	MR-1-1
From _____ To: _____ Part I: _____ Part II: _____	

Repairable Management Data Report .....	MR-1-2
From _____ To: _____ Part I: _____ Part II: _____	

Expense Item Management Data Report .....	MR-2-1
From _____ To: _____	

Expense Item Management Data Report .....	MR-2-2
From _____ To: _____	

Expense Item Management Data Report .....	MR-2-3
From _____ To: _____	

MR Data Reports Supply Organization Code: \_\_\_\_\_

**Figure 2-5: Monthly Reports Request (Sample)**

CODE	NO. OF CHAR	ALPHA NUMERIC OR ALPHA/ NUMERIC	SOURCE DOCUMENTS USED ON	WHERE LISTED	RESPONSIBLE FOR ASSIGNMENT AND CONTROL
Action Taken Code	1	A/N	MAF, METER	Appendix E, WUC Manual	SPAWARSYSCEN
Technical Directive Code	2	N	MAF	Appendix L	SPAWARSYSCEN
Malfunction Description Code	3	A/N	MAF, METER	Appendix I, WUC Manual	SPAWARSYSCEN
Organization Code	3	A/N	All	Appendix Q	SPAWARSYSCEN
Permanent Unit Code	6	N	MAF	OPNAV Notice	CNO
System Code	2	N	MAF, DD 1348	WUC Notice	NATEC
TD Status Code	1	A	MAF	Appendix J	SPAWARSYSCEN
Type Equipment Code	4	A/N	All	Appendix K	SPAWARSYSCEN
Type Maintenance Code	1	A/N	MAF, METER	Appendix H WUC Manual	SPAWARSYSCEN
When Discovered Code	1	A	MAF, METER	Appendix R, WUC Manual	SPAWARSYSCEN
Work Center Code	3	A/N	MAF, METER	Appendix S	SPAWARSYSCEN
Work Unit Code	1, 3, 5, or 7, 8 thru 32	A/N	MAF, METER, DD 1348	Appendix M, O WUC Manual	NATEC
Time/Cycle Prefix Code	1	A	MAF	Appendix G	SPAWARSYSCEN
AWM Reason Code	1	N	MAF	Appendix N WUC Manual	SPAWARSYSCEN
Transaction Code	2	N	MAF, METER	Appendix P WUC Manual	SPAWARSYSCEN
Total Mission Requirement	3	A/N	Naval Aircraft Flight Record	OPNAVINST 3710.7	CNO
Inventory Code	1	A/N	MAF	Appendix F	SPAWARSYSCEN
Position Sensitive Indicator	2	A/N	MAF	WUC Manual	NATEC
EOC Code	*3	A/N	MAF	OPNAVINST 5442.4	CNO

\* The first character (alpha) is recorded on the MAF. The second and third characters (numeric) are computer generated from the WUC documented on the MAF.

**Figure 2-6: Consolidated Code List**

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## CHAPTER 3 - Maintenance Data System Reports

### 3.1 Master Roster

a. Equipment Master Roster (E-00). The E-00 is prepared and distributed by the [NDCSC](#) at the beginning of each accounting period. It lists equipment for inventory and reporting status. This report is prepared monthly by the NDCSC from [MAFs](#) that reflect the true inventory condition as of 0001 on the first day of the month. Aircraft and equipment lost from inventory during the previous month will not appear on the list. Aircraft and equipment gained during the previous month will be on the list. The current material condition reporting status of aircraft and equipment (IN and OUT hours) is indicated by listing the assigned aircraft and equipment hours in the applicable column.

b. Implementation will be accomplished on the first day of an accounting period. Prior to the date of implementation, the reporting activity will prepare MAFs for each reportable equipment for submission to the NDCSC. Using the implementation MAFs, the NDCSC will prepare master records. After establishment of the master records, an E-00 report will be prepared and distributed to the reporting activity for verification.

c. If corrections to the E-00 are required, the reporting activity will make such corrections by submitting proper source data (MAFs using [TRCODE](#) 00, 02, or 03).

(1) Corrections of the [PUC](#) (aircraft only) and inventory codes are made on the [DAR](#) using audit report correction procedures.

(2) For corrections to action [ORG](#), [TRCODE](#), [TEC](#), [BU/SERNO](#), time, and date, an entire new transaction must be submitted and the erroneous transaction deleted.

d. Uses. The E-00 provides a means of verifying data contained in the master file of the local NDCSC.

e. Maintenance. The E-00 will be kept up-to-date by maintenance control to reflect the current aircraft inventory and status on a day-to-day basis during the reporting period. Whenever an inventory or status change occurs, the E-00 will be annotated with the [TRCODE](#), date, and time of the change. Only those transactions 00, 02, and 03 which have been verified on Part I of the [DAR](#) and submitted via [OPNAV XRAY](#) report will be entered on the E-00. Inventory gains will be annotated as a new line entry. Inventory loss transactions and inventory code changes will be annotated as appropriate.

f. Sample E-00 reports are shown in [Figures 3-1 through 3-4](#).

(1) The report is sorted in the following sequence:

- (a) [ORG](#) Code.
- (b) [PUC](#) (aircraft only).
- (c) [TEC](#).
- (d) Serial number.
- (e) Meter ([SE](#) only).

(2) A one-star total (\*) is printed upon change of [ORG](#), [PUC](#), or [TEC](#).

### 3.2 Maintenance Data Reports

This paragraph describes the content and use of the [MDR](#) system reports prepared by [NDCSC](#).

**NOTE:** Where report examples are used for both **O-level** and **I-level**, the work center codes in the report examples will commence with an "X". The actual work center codes will print on the actual report.

### 3.2.1 VIDS/MAF Copy 1 Daily Audit Report

This report is prepared from data submitted on Copy 1 of the **MAF** and is printed in three parts. Part I contains data that has passed the **VALSPECs**. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Erroneous data fields in Part II will be indicated by asterisks (\*) immediately under the erroneous field(s). Due to the large numbers of data elements in each MAF Copy 1, multiple detailed lines will be grouped in alphabetical sequence as determined by the alpha prefix of the MAF blocks. These data blocks are portrayed on the report by printing the alpha character of the MAF Copy 1 block to the extreme left of the report followed by the numeric character of the block in parenthesis ( ). The data in that particular block are printed immediately following the parenthesis. Each alpha prefix will be shown once for the document number. Due to the number of blocks in data groups A, B, and C, two print lines are required to display this data. Part III will be printed to show any correction/deletion records which cannot be applied to the local data base due to erroneous data (Figure 3-5). Correction and deletion procedures for the MAF Copy 1 **DAR** will be the same as the local data base correction procedures (Chapter 2).

### 3.2.2 DD 1348 Daily Audit Report

a. This report (Figure 3-6) is prepared from data submitted on the DD 1348. It is sorted by **SUPORG**, **ORG**, **RECTYP**, **REQDAT**, and **REQNUM** and is printed in three parts. Part I contains all data records which passed validation. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Part II is triple spaced with asterisks (\*) printed immediately below the data field in error. Part III is printed to show any correction/deletion which cannot be applied to the local data base due to erroneous data.

b. Correction/Deletion Procedures. Correction/deletion procedures for this report are in Chapter 2.

c. Uses. This report is intended for the **ASD** Supervisor to validate the previous day's DD 1348 submission.

### 3.2.3 VIDS/MAF Copy 2 Daily Audit Report

a. This report (Figure 3-7) is prepared from data submitted on Copy 2 of the MAF. It is sorted by the **SUPORG**, **ORG**, **JCN**, and **RECTYP** and printed in three parts. Part I contains the data that has passed validation. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Erroneous data fields in Part II will be annotated, by asterisks (\*), immediately under the erroneous field(s). Part III is printed to show any correction/deletion records which cannot be applied to the local data base due to erroneous data.

b. Correction/Deletion Procedures. Correction/deletion procedures for this report will be the same as the local data base correction procedures (Chapter 2).

c. Uses. This report is designed for the Component Control Section Supervisor to validate the previous day's MAF Copy 2 submissions.

### 3.2.4 Monthly Production Report (MDR-2)

a. This report lists all maintenance actions in work center sequence including **TD** compliance and data entered in the (H-Z) Failed/Required Material block of the **MAF** (Figure 3-8).

b. This report provides the Work Center Supervisor statistical data pertaining to the work center. Information available from this report includes:

- (1) Troublesome subsystems are indicated by a large number of maintenance actions.
- (2) Repeat discrepancies by BU/SERNO are noted.
- (3) Man-hours expended for each subsystem can be readily identified.
- (4) Lack of training or test equipment is indicated by the number of no defects or cannibalization actions for a subsystem.
- (5) A comparison of JCN and action date gives the relationship between days and man-hours required to complete a job.
- (6) Part numbers of parts/assemblies.
- (7) Repetitive parts problems are shown for a given subsystem.
- (8) The efficiency of inspection procedures and specific equipment peculiarities can be evaluated by comparing when discovered code totals to the total number of discrepancies.
- (9) TD actions are indicated by the TD number of each subsystem.

c. The report is sorted as follows:

- (1) Action ORG code (major sort).
- (2) WC code.
- (3) JCNORG.
- (4) TEC.
- (5) WUC.
- (6) AT code.
- (7) MAL code.
- (8) BU/SERNO.
- (9) TM code.
- (10) TRCODE.

d. Totals

- (1) A total for subsystem is printed when there is a change in the WUC (first four characters), TEC, WC, or ORG.
- (2) A two-star (\*\*) total is printed when there is a change in JCNORG, WC, or ORG.
- (3) A total for TEC is printed when there is a change in TEC, WC, or ORG.

- (4) A total for WC is printed when there is a change in WC or ORG.
- (5) A spread of when discovered codes and totals for each are printed when there is a change in WC or ORG.
- (6) A three-star (\*\*\*) total for the ORG is printed when there is a change in action ORG.
- e. An explanation of selected entries listed in [Figure 3-8](#) follows (line numbers on the example do not appear on the machine report):
  - (1) Line (2) shows the failed part contributing to the discrepancy in line (1). The part was worn (020 in column MAL2) and required replacement (R in column AT2).
  - (2) Line (7) shows a TD compliance. The PART/TDC column shows the TD number.
  - (3) Line (11) shows the total items processed and man-hours expended by the work center during the reporting period.
- f. This report is forwarded to the Work Center Supervisor.

### 3.2.5 Job Control Number Consolidation Report (MDR-3)

- a. This report is a consolidated list, by organization, of all maintenance and [TD](#) compliance actions submitted during the month by the parent organization and the supporting activity. This report is prepared from data submitted on the [MAF](#) Copy 1 for all [TRCODEs](#) except 00, 02, and 03. It is designed so the [MO](#) will have a comprehensive record of maintenance performed on the equipment for which the MO is responsible ([Figure 3-9](#)). This report includes all [I-level](#) maintenance performed on components removed from the organization's aircraft and [SE](#). Only those actions that involved maintenance of equipment, component repair, and TD compliance are listed.
- b. Use of this report will allow identification of:
  - (1) The type equipment and component worked on, maintenance actions performed, description of the malfunctions, man-hours used, failed parts involved, repair activity, the date of job origination, and the date of job completion for each [JCN](#) issued by the organization.
  - (2) The [defect](#) found in the removed component and the extent of work required to repair the defect. Also, items removed without sufficient cause (no defect found by the I-level) can be isolated. Further research may reveal poor troubleshooting techniques, inadequate test equipment, etc.
- c. The report is sorted as follows:
  - (1) [JCNORG](#) (major sort).
  - (2) [TEC](#).
  - (3) [JCN](#) date, serial number, and suffix.
  - (4) [TRCODE](#).
- d. Totals
  - (1) A one-star total (\*) is printed when there is a change in the [TEC](#) within [JCNORG](#).

- (2) A two-star total (\*\*) is printed when there is a change in the JCNORG.
- e. Detailed data for the MDR-3 may require one to three lines of print depending on the TRCODE.
  - (1) Line (1) will be printed for all **VIDS/MAFs** regardless of TRCODE.
  - (2) Line (2) will be printed for each line entry in the Failed/Required Material Section of the MAF that has an entry in the H-Z block. (TRCODE 12, 14, 15, 19, 24, 25, 30, 32, 41, or 47 apply.) Line (2) will be printed directly below line (1).
  - (3) Line (3) will be printed immediately following line (1) if TRCODE is 31. If TRCODE is 32, line (3) will be printed immediately following the last line (2) or line (1) if no line (2) data was available.
  - (4) An explanation of selected entries listed in **Figure 3-9** follows (line numbers on the example do not appear on the machine report):
    - (a) Line (1) reflects data for TRCODE 11 (on equipment work).
    - (b) Lines (2) and (3) reflect data extracted from TRCODE 12 showing an additional category of data derived from the H-Z block of the MAF.
    - (c) Lines (4), (5), (6), and (7) show all three categories of data as extracted from a single JCN.
- f. This report is forwarded to the MO.

### 3.2.6 Technical Directive Compliance Report (MDR-4-1)

- a. This report gives a detailed list, by organization, of **TD** compliance during the reporting period. It is designed for the Maintenance Control Officer as an aid in scheduling and maintaining a positive control of TD compliance (**Figure 3-10**).
- b. Typical uses of this report are:
  - (1) Providing a running account of TD compliance by TD identification, or by individual **BU/SERNO**.
  - (2) Identifying total man-hours used in each TD compliance, or in all TDs combined.
  - (3) Identifying TDs that do not apply or have been previously incorporated.
  - (4) Identifying work centers that worked on each compliance, whether they were assisting or had primary responsibility.
- c. The report is sorted as follows:
  - (1) **JCNORG** (major sort).
  - (2) **TEC**.
  - (3) **BU/SERNO**.
  - (4) **TDCODE**.
  - (5) TD Basic Number (TDCBAS).



d. Totals

(1) A one-star total (\*) is printed when there is change in TD basic number, TD Code, BU/SERNO, TEC, or **ORG**.

(2) A two-star total (\*\*) is printed when there is a change in the BU/SERNO, TEC, or JCNORG.

(3) A three-star total (\*\*\*) is printed when there is a change in the TEC or JCNORG.

(4) The totals under items processed (columns IPO and items IPI) for TD Status Codes C, D, P, and Q indicate those TDs processed.

(5) Two sets of totals (for items processed and man-hours) are provided to identify the TD compliance by both the parent organization and the supporting **IMA**. To obtain the entire TD compliance effort, these totals must be combined.

e. An explanation of selected entries listed in **Figure 3-10** follows (line numbers on the example do not appear on the machine report).

(1) Lines (1) through (3) show the labor performed in the completion of a TD on aircraft **BUNO** 151688. The primary **WC** was 120, with assist by WC 210. Line (3) shows that 8.0 man-hours were required to comply with the TD.

(2) Line (8) shows the total TDs complied with and the TD compliance man-hours expended during the reporting period on aircraft **BUNO** 151688.

(3) Line (20) shows the total TD compliance man-hours expended during the reporting period and the total TDs complied with on the TEC **AAEK** during the reporting period.

f. This report is forwarded to Maintenance Control.

### 3.2.7 Intermediate Technical Directive Compliance Report (MDR-4-2)

a. This report (**Figure 3-11**) provides a detailed list of **TDs** complied with during the reporting period. It is designed as an aid in scheduling and maintaining a positive control of TDs.

b. The following are typical uses of this report:

(1) Provides a running account of TD compliance by TD identification to maintain a smoothly running TD system.

(2) Identifies total man-hours used in each TD compliance or in all TDs combined.

(3) Identifies TDs that do not apply or have been previously incorporated.

(4) Identifies work centers that worked on each TD, whether they were assisting or had primary responsibilities.

c. The report is sorted in the following sequence:

(1) **ORG** (major sort).

(2) **TEC**.

- (3) [TDCODE](#).
- (4) TD Basic Number (TDCBAS).
- (5) TD status code.
- (6) [JCN](#).

d. Totals

- (1) A one-star total (\*) is printed when there is a change in TDCBAS, TDCODE, TEC, or ORG.
- (2) A two-star total (\*\*) is printed when there is a change in TDCODE, TEC, or ORG.
- (3) A three-star total (\*\*\*) is printed when there is a change in TEC or ORG.
- (4) A four-star total (\*\*\*\*) is printed when there is a change of ORG.

e. An explanation of selected entries listed in [Figure 3-11](#) follows:

- (1) Lines (1) through (4) depict a TD being incorporated in an S3A (TEC ASBA) basic equipment.
- (2) Line (5) reflects four TDCODE 50 0125 00 being complied with for a total expenditure of 6.1 man-hours. The [EMT](#) was 5.2 hours and the average man-hours per [TDC](#) was 1.5.
- (3) Line (10) shows 6 items processed for TEC ASBA, and man-hours 6.9 with 6.0 hours EMT.

f. This report is forwarded to [Production Control](#).

### 3.2.8 Maintenance Action by Bureau/Serial Number Report (MDR-5)

a. This report consolidates all maintenance actions in [BU/SERNO](#) sequence, including [SE](#), [TD](#) compliance, and component repair at the [I-level](#). This report is designed to provide a history of maintenance actions by BU/SERNO and is intended for [O-level](#) and I-level managers, analysts, and [MOs](#) ([Figure 3-12](#)).

b. Some typical uses of the report are:

- (1) Identification of the cost in man-hours to support a single aircraft/equipment, an aircraft system, or scheduled/unscheduled maintenance performed on the aircraft/equipment.
- (2) Determination of troublesome systems and subsystems as indicated by a large number of maintenance actions or repeat discrepancies.
- (3) Identification of the unusual expenditure of man-hours within a subsystem or BU/SERNO.
- (4) Identification of the lack of training/proper test equipment by subsystem from the number of no defects in records with [TRCODE](#) 31/32 by the I-level.
- (5) Evaluation of the maintenance effort provided by [IMA](#) to support a BU/SERNO. This is indicated by the number of items processed and man-hours expended.

c. Trend charts for each aircraft can be plotted directly from the report using totals of items processed or man-hours for selected subsystems.

d. A sample report of maintenance actions by BU/SERNO is illustrated in [Figure 3-12](#).

e. The report is sorted as follows:

- (1) JCNORG (major sort).
- (2) TEC.
- (3) BU/SERNO.
- (4) TM code.
- (5) AT/TD status code.
- (6) WUC (first four digits).

f. Totals

(1) A total for SUBSYS is printed when there is a change in the first four positions of the WUC, TM, BUNO, TEC, or JCNORG.

(2) A total for type maintenance is printed when there is a change in the TM, BUNO, TEC, or JCNORG.

(3) A total for BU/SERNO is printed when there is a change in the BU/SERNO, TEC, or JCNORG.

(4) A spread of WD and totals for each are printed when there is a change in the BUNO, TEC, or JCNORG.

(5) A total for type equipment is printed when there is a change in TEC, or JCNORG.

(6) A total for organization is printed when there is a change in JCNORG.

(7) A percentage of total no defect actions for O-level and I-level actions is printed when there is a change in JCNORG.

g. An explanation of selected entries listed in Figure 3-12 follows (line numbers on the example do not appear on the machine report):

(1) Lines (1) through (4) show maintenance performed on subsystem WUC 4214. Line (1) shows WC X20 found no defect in component. Line (2) shows the part was repaired by the I-level WC X20 in organization A9C. Line (3) shows WC X20 replaced a component and line (4) shows 10.9 man-hours at the O-level and 4.0 man-hours at the I-level was required on aircraft BUNO 161011, subsystem 4214.

(2) Lines (14) and (15) show a spread on when discovered codes used for aircraft BUNO 161011 during the reporting period.

(3) Line (16) shows the total items processed and man-hours expended by both the O-level and I-level for TEC APBD.

(4) Line (18) shows the total items and total percent of items, by TEC, that were reported but had no malfunction. Both the O-level and I-level breakouts would be listed.

h. This report is forwarded to the MO.

**3.2.9 Maintenance Action by System and Component Report (MDR-6)**

a. This report (Figure 3-13) consolidates all maintenance actions by component and TD compliance submitted by each action organization during a reporting period. The report is prepared and provided to the MO. It is intended for the use of maintenance managers.

b. Some typical uses of the report are:

(1) Identification of troublesome systems or components within systems is indicated by a large number of maintenance actions or excessive man-hours expended for that system or component. Repeat BU/SERNOs are also easily identified.

(2) Evaluation of the action taken sequence to determine excessive no defect or cannibalization which can then be related to training, test equipment, or a lack of supply support.

(3) Comparison of man-hours used in the upkeep of each specific type of equipment to determine the cost in man-hours of maintaining a particular type equipment, system, or subsystem, or of isolating components that might be causing the entire system to consume high man-hours.

(4) Comparison of job origination date (within the JCN) to the action date to determine whether the number of days that a particular job was in progress was excessive.

(5) Selection of repeat failure items to establish the cause of the failures, for example, structural design or improper maintenance.

(6) Determination of the TD actions completed within each subsystem for each aircraft which are indicated by TD CODE.

c. The report is sorted as follows:

(1) Action ORG (major sort).

(2) TEC.

(3) WUC.

(4) AT code.

(5) MAL code.

(6) JCN.

d. Totals

(1) A total for COMPONENT is printed when there is a change in the last three digits of the WUC or first four digits of WUC within TEC or ORG.

(2) A total for SUBSYS is printed when there is a change in the WUC (first four characters), TEC, or ORG.

(3) A spread of AT and totals for each are printed when there is a change in the WUC (first four digits), TEC, or ORG.

(4) A total for TYPE EQUIPMENT is printed when the TEC or ORG changes.

- (5) A spread of **WD** and totals for each are printed when the TEC or ORG changes.
- e. An explanation of selected entries listed in **Figure 3-13** follows (line numbers on the example do not appear on the machine report):
  - (1) Lines (1) through (3) represent maintenance actions on WUC 4231100 with line (4) showing the totals for this WUC.
  - (2) Line (8) shows the totals for subsystem 4231 and the average number of man-hours expended for each maintenance action (MH/IP=3.0).
  - (3) Lines (9) and (10) are spreads of ATs with total items processed by action taken within each subsystem. (If **TRCODE** is not 31, 32, 41, or 47.)
  - (4) Line (16) shows the total items processed and man-hours expended by type equipment.
  - (5) Lines (17) and (18) show a spread of when discovered codes and totals for each by type equipment. (If **TRCODE** is not 31, 32, 41, or 47.)
- f. This report is forwarded to all maintenance managers.

### 3.2.10 Component Repair/Beyond Capability of Maintenance Report (MDR-7)

- a. This report provides a spread of AT codes for maintenance actions taken by the **I-level** and provides the **MO** and the **MMCO** with an overview of the entire production effort of the activity by work center and **WUC** within a type equipment (**Figure 3-14**).
- b. The basic design of this report is to determine percentages of items not repaired, items received that required no repair, and items that were repaired. Typical uses of the report by the maintenance managers are as follows:
  - (1) Determination of the percentage of the total components processed at an **IMA** that are not repaired. Divide the **BCM** total by the total items processed.
  - (2) Determination of the percentage of the components received at an IMA that do not require any repair. Divide the AT Code A total by the total number of items processed.
  - (3) Determination of the percentage of components received at an IMA that were returned to the aviation support department in an **RFI** condition. Divide the total number of items repaired by the total items processed.
  - (4) Identification of a squadron responsible for a high number of processed components that do not require repair. First, determine whether a component, identified by a **CAGE** code and part number, appears to have a large percentage of no repair required, AT Code A. Then check each activity to see whether the CAGE code and part number appear. Check the total A actions against total actions to see whether they appear too high.
  - (5) Determination of the percentage of items that were not repaired because of a lack of spare parts. Divide the total AT Code 4, by the total items not repaired.
  - (6) Determination of the repair capability of individual work centers. Divide the total items repaired by the total items processed.

(7) Determination of the total man-hours and elapsed maintenance time expended in the repair of an item identification by a WUC.

(8) A comparison between the number of actions taken within a WUC by totals for part numbers will indicate the ratio of actions taken.

(9) Extract totals for each BCM action, repair action, and total items processed within an organization, division, work center, and WUC within a type equipment.

c. The report is sorted as follows:

- (1) Action **ORG** (major sort).
- (2) **WC** code.
- (3) **JCNORG**.
- (4) WUC.
- (5) **TEC**.
- (6) Part number.

d. Totals

(1) A total for each action taken code, BCM actions, repair actions, and items processed is printed each time the part number changes.

(2) A total is printed each time the type equipment changes within a WUC.

(3) A total is printed each time the JCNORG changes within a WUC.

(4) A total for a work center is printed upon each change in work center code or ORG.

(5) A total for a division is printed upon each change in WC (first digit) or ORG.

(6) A total for the organization is printed each time the organization code changes.

e. An explanation of selected entries listed in **Figure 3-14** follows:

(1) Lines (5) through (7). These three lines indicate the number of each type of repair and BCM actions for each part number within an assembly WUC.

(2) Lines (2), (4), (8), and (10). These four lines show the number of each type of repair and BCM actions for each type equipment within a WUC.

(3) Line (11). This line shows a total of each type of repair and BCM actions for each work center.

(4) Line (12). This line indicates the number of each type of repair and BCM actions for each division (first digit of the work center code).

(5) Line (13). This line indicates the total number of repair and BCM actions completed by the organization during the reporting period.

f. This report will be forwarded by the analyst to the maintenance managers.

### 3.2.11 Failed Parts/Parts Required Report (MDR-8)

a. This report is prepared from data submitted on MAFs with TRCODE 12 or 32 and a MAL code (not 000) entered in the (H-Z) Failed/Required Material block (Figure 3-15). This report is intended for the MO, Material Control Officer, and work center supervisors. Some typical uses of the report are:

- (1) Total number of parts used in repair.
- (2) Part numbers that indicate a high AWP time.

b. The report is sorted as follows:

- (1) Action ORG (major sort).
- (2) Part number (H-Z).
- (3) WUC.
- (4) WC code.
- (5) TEC.
- (6) AT code (H-Z).

c. A total for PART is printed when there is a change in the part number, WUC, WC, or ORG.

d. An explanation of selected entries listed in Figure 3-15 follows (line numbers on the example do not appear on the machine report):

(1) Lines (1) and (2). The WUC (7363100) listed in WUC column identifies the item repaired (as recorded in block A22 of the MAF).

(2) The part number 3537A-0 and CAGE code (82227) shown, identify this item as a failed part, as recorded in the (H-Z) Failed/Required Material block. The entries in columns QTY, MAL, and AT apply to the failed parts.

e. This report is forwarded by the analyst to maintenance managers.

### 3.2.12 Repair Cycle Data Report (MDR-9)

a. This monthly report is a detailed list, by organization, showing the number of days of TAT and the elements that compose the TAT for each repairable component processed through the I-level as documented on the MAF or METER Card (Green Copy) TRCODE 31 or 32 (Figure 3-16).

b. Typical uses of the report are:

- (1) Analysis of elements composing the TAT for repairable components.
- (2) Determination of job standards.

(3) Identification of delays encountered in the repair cycle with resulting indications of areas to be investigated to reduce processing/repair delays.

(4) Identification by component serial number of components that appear repeatedly in the I-level repair cycle.

(5) A cumulative frequency distribution of total TATs in days by number of component shown RFI or BCM.

c. The report is sorted in the following sequence:

(1) Action ORG (major sort).

(2) WC code.

(3) Part number.

(4) TEC.

(5) Serial number.

(6) AT code.

(7) TRCODE.

d. Items processed is given for each component serial number and totaled for TEC, part number, work center, and the organization.

e. TAT is expressed in total number of days for each serial number and averaged for type equipment, part number, work center, and organization. TATs are broken down in columns headed PRO, SCH, REP, AWP, WORK, IMA, and TOT as follows:

(1) PRO - Processing Time. The time between actual removal of the component and its turn-in to the AMSU of the IMA.

(2) SCH - Scheduling Time. The time between receipt of the component by AMSU and induction into a work center for repair.

(3) REP - Repair Time. The time between induction of the component into a work center and completion of the RFI/BCM action, less any awaiting parts time, that is, the actual time devoted to repair.

(4) AWP - Awaiting Parts Time. The time during which the component was not being worked on while awaiting repair parts not available locally.

(5) WORK - In Work Time. The total time between time work started on the component and completion of the RFI/BCM, that is, the sum of repair time (column REP) and awaiting parts time (column AWP).

(6) IMA TAT. The total time required to complete the maintenance action within the IMA. This is the sum of scheduling time (column SCH) and in work time (column WORK).

(7) Total TAT. The total time required to complete the maintenance actions, from initial removal to final RFI or BCM determination. This is the sum of processing time (column PRO), scheduling time (column SCH), and in work time (column WORK).



(8) The last page of the report will be a summation showing the number of days required to complete an RFI/BCM action. Each category of TAT (0-3, 4-10, etc.) is followed by the total number of actions performed within this time. The lower portion of [Figure 3-16](#) shows this summation.

f. Totals

(1) A total and average for TEC is printed each time there is a change in TEC, PART, WC, TRCODE, or [ORG](#).

(2) A total and average for PART is printed each time there is a change in PART, WC, or ORG.

(3) A total and average for WC is printed each time there is a change in WC or ORG.

(4) A total and average for ORG is printed each time there is a change in ORG.

(5) A TAT summation is printed after printing ORG total.

g. An explanation of a selected entry in [Figure 3-16](#) shows line (1) with a 4-day TAT for part serial number 1063 in W/C 610.

h. This report is forwarded by the analyst to the maintenance managers.

### 3.2.13 Foreign Object Damage Report (MDR-10)

a. This report is used to measure the maintenance effort attributable to [FOD](#). Components replaced, repaired, condemned, etc., can be identified by data in the [MDR](#) file. Indirectly, the report reflects housekeeping conditions (cleanliness of ramps, runways, hangar area, etc.) or the maintenance proficiency of personnel (adherence to proper maintenance practices) ([Figure 3-17](#)).

b. The source of data for this report is the [MAF](#) (excluding [TRCODE](#) 72) which contains [MAL](#) Code 301. Records entered from MAFs submitted by the supporting [IMA](#) as well as those submitted by the organization itself are included in the report.

c. The report is sorted as follows:

(1) [JCN](#).

(2) [TEC](#).

(3) [WUC](#).

d. A one-star total (\*) is printed for each change in TEC or [JCNORG](#) and two-star totals (\*\*) are printed for each change in the JCNORG.

e. An explanation of a selected entry listed in [Figure 3-17](#) follows: Lines (1), (2), and (3) reflect the repair cycle of WUC 11421 which was damaged by FOD. Line (1) shows [O-level](#) maintenance effort, line (2) shows [I-level](#) maintenance effort, and line (3) shows replaced part. Note that a space appears each time there is a change in the JCN. This space is used to group all data applying to the same job. For instance, the first three lines of the sample report represent data applying to the same maintenance action (removal and subsequent repair of a component identified by WUC 11421). These three lines constitute one FOD occurrence (not three) since all data pertain to the same component.

**3.2.14 Corrosion Control/Treatment Report (MDR-11)**

a. This report (Figure 3-18) is designed for monitoring the Corrosion Prevention and Control Program or for investigating the amount of corrective corrosion treatment necessary. The source of information is the MAF with a general WUC of 040 or MAL Code 170. It is a simple matter to determine whether any specific portion of the aircraft, by WUC, needs additional attention.

b. The report is sorted as follows:

- (1) Action ORG (major sort).
- (2) TEC.
- (3) BU/SERNO.
- (4) WUC.

c. Totals

- (1) A one-star (\*) total is printed for each change of WUC, BU/SERNO, TEC, or ORG.
- (2) A two-star (\*\*) total is printed for each change in BU/SERNO, TEC, or ORG.
- (3) A three-star (\*\*\*) total is printed for each change in ORG.

**3.2.15 No Defect Report (MDR-12)**

a. This report shows the amount of time and effort expended on maintenance for which there is no malfunction or alleged malfunction, for example, MAL Codes 127, 281, 282, 799, 800, 804, 805, 806, 807, 811, 812, 813, 814, 815, 816, 817, 818, and AT Code of A, J, P, Q, S, or T and TRCODE is not equal to 41, 47, or 72 (Figure 3-19).

b. This report may be used to determine:

- (1) Reported malfunctions that were either nonexistent or could not be duplicated.
- (2) Man-hours used in cannibalization.
- (3) Man-hours expended in removing or installing items with no known malfunction, solely to facilitate other maintenance.
- (4) Items removed/installed because of forced removal or scheduled maintenance.
- (5) Items removed as part of a matched system.

c. The report is sorted as follows:

- (1) Action ORG (major sort).
- (2) MAL code.
- (3) TEC.
- (4) WUC.

(5) AT code.

(6) JCNORG.

d. Totals

(1) A one-star (\*) total is indicated at each change in JCNORG, AT, WUC (first two positions), or TEC.

(2) A two-star (\*\*) total is indicated at each change in MAL.

(3) A three-star (\*\*\*) total is indicated at each change in ORG.

e. An example of a selected entry is in Figure 3-19. Line (9) shows removal/reinstallation of component (1122110) to facilitate other maintenance with no defect.

### 3.2.16 When Malfunction Was Discovered Report (MDR-13)

a. This report shows the action taken by category of each when discovered code. The MDR-13 is prepared from data submitted on the METER card and MAF excluding TRCODEs 00, 02, 03, and 72. Data is also excluded from this report when the first two characters of the WUC are 03 (inspections) or 04 (corrosion). This report is intended for the MO (Figure 3-20).

b. Some typical uses of the report are:

(1) Determine how many abort malfunctions were caused by mechanical failures, what caused them, whether these malfunctions were discovered before flight or while in flight, and whether they could have been eliminated by better inspections.

(2) Identify the number of items processed, or man-hours expended, as a result of discrepancies discovered during acceptance checks on recently assigned aircraft, and whether it appears that there was an abnormal amount of work required.

(3) Identify the number of malfunctions discovered during functional check flights. (A large number may indicate improper maintenance procedures or poorly trained personnel.)

c. The report is sorted as follows:

(1) Action ORG (major sort).

(2) TEC.

(3) WD code.

(4) WUC.

(5) MAL code.

(6) AT code.

(7) JCNORG.

d. Totals

- (1) Minor totals are not indicated with an asterisk (\*) on this report since each line is a summation.
  - (2) A two-star total (\*\*) is printed each time there is a change in WD or WUC (first two positions), TEC, or ORG.
  - (3) A three-star total (\*\*\*) is printed when there is a change in the WD, TEC, or ORG.
  - (4) A four-star total (\*\*\*\*) is printed when there is a change in the TEC or ORG code.
  - (5) In conjunction with the three-star (\*\*\*) total, a detailed list of alphabetical AT codes within that WD code is shown. Numerical action taken codes are grouped under Code 0 (for other) on the report.
- e. An explanation of selected entries in [Figure 3-20](#) follows (line numbers on the example do not appear on the machine report):
- (1) Lines (6) through (17) show that a total of seven line entries indicating 11 maintenance actions occurred with WD Code D.
  - (2) Lines (18) through (19) summarize the WD Code D actions above by action taken code. Line (19) shows a total of 11 [IP](#) with WD code D. Of these, 3 items had AT Code B, 2 items had AT Code C, and 6 items had AT Code R.
- f. This report is forwarded to the MO.

### 3.3 Subsystem Capability and Impact Reporting

[SCIR](#) reports show an equipment's mission capability. These reports are prepared from [MAF](#) documents which have a valid [EOC code](#) in the Repair Cycle or Maintenance/Supply Record section. Those activities using [NALCOMIS](#), refer to the [OMA-UM](#) for specific details for SCIR reports.

#### 3.3.1 Monthly Equipment Discrepancy and Utilization Report (SCIR-3)

- a. This report is designed to show, by [BU/SERNO](#), the total number of discrepancy hours limiting the equipment from performing its assigned mission or function during the reporting period. This report also denotes equipment utilization. All [TRCODEs](#) are candidates for generating this report except TRCODEs 30, 31, 32, or 39, and all [TM](#) codes which are equal to F but are not equal to TRCODE 72. The report is designed for the [MO](#) and may be used to determine the impact of maintenance/supply on the mission capability of the equipment. Equipment in/out of service hours, flight hours, and number of flights are also portrayed. Total [SCIR](#) hours are the accumulation of all SCIR related gripe life hours extracted from the MAF by BU/SERNO ([Figure 3-21](#)).
- b. The SCIR-3 is sorted as follows:
  - (1) [JCNORG](#).
  - (2) [TEC](#).
  - (3) [BU/SERNO](#).
- c. All detail lines are double spaced and are a summation of BU/SERNO within TEC or ORG.
- d. A one-star (\*) total is entered upon a change in TEC.
- e. A two-star (\*\*) total is entered upon a change in JCNORG.

f. An explanation of selected entries illustrated in [Figure 3-21](#) follows (line numbers on the example do not appear on the machine report).

(1) Line (1) reflects that [BUNO](#) 164211 was [NMC](#) for scheduled maintenance (SCH) 117 hours, and NMC due to unscheduled maintenance (UNS) for 174 hours. This BUNO had [EIS](#) of 744 hours. BUNO 164211 flew 6 hours in four flights and had 1407 SCIR related gripe life hours documented during the reporting period.

(2) Line (8) two-star (\*\*) total reflects the total of all columns for that [ORG](#).

### 3.3.2 Monthly Equipment Capability Report (SCIR-4)

a. This report is designed to reflect equipment capability to perform its assigned mission/function during a reporting period. The SCIR-4 is prepared from [MAF](#) documents which have a valid [EOC code](#) documented in the Repair Cycle or Maintenance/Supply Record. All TRCODEs are candidates for generating the report except TRCODEs 30, 31, 32, or 39, and all [TM](#) codes which are equal to F but not equal to TRCODE 72. This report reflects percent of mission capability of equipment by BU/SERNO and overall totals for that type equipment ([Figure 3-22](#)).

b. The SCIR-4 is sorted as follows:

(1) [JCNORG](#).

(2) [TEC](#).

(3) BU/SERNO.

c. Detail lines are double spaced and represent a summation of BU/SERNO within TEC and JCNORG.

d. An average percent figure will be entered for each mission on the TEC AVG line. A TEC AVG and total line will be printed upon a change in TEC or JCNORG.

e. Total hours and percent figures are entered for [FMC](#), [PMC](#), and [NMC](#).

f. Total [EIS](#), [EOS](#), and [EAH](#) are also entered on the last line of the report.

g. An explanation of selected entries listed in [Figure 3-22](#) follows (line numbers on the example do not appear on the machine report):

(1) Line (1) shows [BUNO](#) 164211 was FMC 57.3 percent of the 744 EIS hours. This BUNO was PMC (for Mission Code D) for 3.6 percent of EIS hours and the aircraft was not safely [flyable](#) (NMC for Mission Code Z) for 39.1 percent of EIS hours.

(2) Line (6) shows BUNO 165002 was FMC 77.6 percent of the 744 EIS hours. This BUNO was PMC (for Mission Code E) for 0.4 percent of EIS hours and PMC (for Mission Code K) for 2.4 percent of EIS hours. The aircraft was NMC (for Mission Code Z) for 19.6 percent of EIS hours.

(3) Line (8) shows average percentages by mission capability code.

(4) Line (9) reflects FMC, PMC, and NMC in aircraft hours and percents. EIS, EOS, and EAH are totaled.

**3.3.3 Monthly Equipment Mission Capability Summary Report (SCIR-5-1)**

a. This report is designed to display **SCIR** hours by mission category and **AWM** hours by reason codes, summarized for a given **EOC code** and associated **WUC** during a reporting period. The SCIR-5-1 is prepared from **MAF** documents which have a valid EOC code documented in the Repair Cycle or Maintenance/Supply Record. All **TRCODEs** are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all **TM** codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-1 is shown in **Figure 3-23**.

b. The SCIR-5-1 is sorted as follows:

- (1) **JCNORG** (major sort).
- (2) **TEC**.
- (3) **EOC code**.
- (4) **WUC**.

c. All detail lines are single spaced and will represent summations of maintenance actions by WUC to a specific EOC code within a TEC and JCNORG. It will show total SCIR hours and distribution of those hours by the degradation **FMCM**, **FMCS**, **PMCM**, **PMCS**, **NMCMS**, **NMCMU**, and **NMCS**. AWM hours are distributed by reason code and total AWM hours. A decimal is assumed on all entries on detail lines.

d. A one-star (\*) total is printed upon change of EOC code mission capability category (FMC, PMC, NMC). Total SCIR hours and AWM hours are depicted as 100.0 percent for mission capability category (FMC, PMC, NMC). FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS totals are computed for the percent contributed to the total SCIR hours. AWM Reason code totals are computed for the percent contributed to the total AWM hours. A decimal is assumed on all entries except percentages.

e. A two-star (\*\*) total is printed upon change of TEC. Total SCIR hours, FMC, PMC, and NMC hours are a summation of the one-star (\*) totals. Total AWM hours and individual reason code totals are a summation of one-star (\*) totals. Percentages are based on total SCIR hours and AWM hours for the individual TECs. A decimal is assumed on all entries except percentages.

f. A three-star (\*\*\*) total is printed upon change of JCNORG. Total SCIR hours, **FMC**, **PMC**, and **NMC** hours are a summation of the two-star (\*\*) totals. Total AWM hours and individual reason code totals are a summation of two-star (\*\*) totals. Percentages are based on total SCIR hours and AWM hours for **TEC** within the **ORG**. A decimal is assumed on all entries except percentages.

g. An explanation of a selected entry listed in **Figure 3-23** follows: Line (1) reflects the summation of WUC 51141, FMCM impacted (EOC Code B) documented on TEC of AMAF.

**3.3.4 Monthly Equipment Mission Capability Bureau/Serial Summary Report (SCIR-5-2)**

a. This report shows **SCIR** hours by mission category and AWM hours by reason codes, summarized by a given EOC code and associated WUC by **BU/SERNO**. The SCIR-5-2 is prepared from **MAF** documents which have a valid EOC code documented in the Repair Cycle or Maintenance/Supply record. All **TRCODEs** are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all **TM** codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-2 is shown in **Figure 3-24**.

b. The SCIR-5-2 report is sorted as follows:

- (1) JCNORG (major sort).
- (2) TEC.
- (3) BU/SERNO.
- (4) EOC code.
- (5) WUC.

c. All detail lines are single spaced and represent summations of maintenance actions by WUC to a specific EOC code for each BU/SERNO within TEC and JCNORG. Displays total SCIR hours and distribution of hours by type degradation (FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS). AWM hours are displayed by reason codes and total AWM hours. A decimal is assumed on all entries on detail lines.

d. A one-star (\*) total is printed upon change of EOC code mission capability category (FMC, PMC, NMC). Total SCIR hours and AWM hours are depicted as 100 percent for mission capability category (FMC, PMC, NMC). FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS are computed for the percent contributed to the total AWM hours. A decimal is assumed on all entries except percentages.

e. A two-star (\*\*) total is printed upon change in BU/SERNO. Total SCIR hours are a summation of the one-star (\*) totals for FMC, PMC, and NMC. Total AWM hours and individual reason code totals are a summation of one-star (\*) totals for FMC, PMC, and NMC. Percentages are based on total SCIR hours and AWM hours for that BU/SERNO. A decimal is assumed on all entries except percentages.

f. A three-star (\*\*\*) total is printed upon change of TEC. Totals and percentages will match the two-star (\*\*) total on the SCIR-5-1. A decimal is assumed on all entries except percentages.

g. A four-star (\*\*\*\*) total is printed upon change of JCNORG. Totals and percentages will match the three-star (\*\*\*) total on the SCIR-5-1. A decimal is assumed on all entries except percentages.

h. An explanation of a selected entry listed in Figure 3-24 follows: Line (1) reflects the summation of WUC 51141FMCM impacted (EOC Code B) on aircraft BUNO 164211 for a total of .5 hours.

### 3.3.5 Monthly Mission and Maintenance Data Detail by Bureau/Serial Report (SCIR-5-3)

a. This report is designed to show mission capability and maintenance data for each MAF submitted for a given EOC code and associated WUC by BU/SERNO within TEC and JCNORG. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-3 is illustrated in Figure 3-25.

b. The SCIR-5-3 is sorted as follows:

- (1) JCNORG (major sort).
- (2) TEC.
- (3) BU/SERNO.
- (4) EOC code.
- (5) WUC.



(6) **DOCNUM.**

c. All detail lines are single spaced and show total **SCIR** hours and distribution of hours by type degradation (**FMCM**, **FMCS**, **PMCM**, **PMCS**, **NMCMS**, **NMCMU**, and **NMCS**). Maintenance data is displayed by **JCN**, **WC**, **TR**, **WD**, **TM**, **AT**, **MAL**, **IP**, **MHRS**, **EMT**, and **DOCNUM** that was documented on the MAF. A decimal is assumed on mission capability data entries.

d. A one-star (\*) total is printed upon change of EOC code mission capability category (**FMC**, **PMC**, **NMC**). Total SCIR hours are depicted as 100.0 percent for mission capability category (**FMC**, **PMC**, **NMC**). **FMCM**, **FMCS**, **PMCM**, **PMCS**, **NMCMS**, **NMCMU**, and **NMCS** are computed for the percent contributed to the total SCIR hours. Maintenance data information is not totaled or represented by percentage figures. A decimal is assumed on mission capability data entries except percentages.

e. A two-star (\*\*) total is printed upon change of BU/SERNO. Total SCIR hours are a summation of the one-star (\*) totals for **FMC**, **PMC**, and **NMC**. Percentages are based on total SCIR hours for that BU/SERNO. Totals and percentages will match the two-star (\*\*) total on the SCIR-5-2. A decimal is assumed on mission capability data entries except percentages.

f. A three-star (\*\*\*) total is printed upon change of **TEC**. Totals and percentages will match the three-star (\*\*) total on the SCIR-5-2 for the mission capability data. A decimal is assumed on mission capability data entries except percentages.

g. A four-star (\*\*\*\*) total is printed upon change of **JCNORG**. Totals and percentages will match the four-star (\*\*\*\*) total on the SCIR-5-2 for the mission capability data. A decimal is assumed on mission capability data entries except percentages.

h. An explanation of a selected entry listed in **Figure 3-25** follows: Line (1) represents total SCIR hours (.5) and distribution of hours by type degradation (**FMCM**) for a given EOC code and associated WUC by BU/SERNO within **TEC** and **JCNORG**.

### 3.4 Naval Flight Record Subsystem

#### 3.4.1 NAVFLIRS Daily Audit Report (DAR)

a. This report (**Figures 3-26** and **3-27**) is prepared daily from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). Each detail line represents a single **RECTYP**. This report is used to validate the previous day's flight data form submission.

b. The **NAVFLIRS DAR** is printed in three parts. Part I contains all data records found to be valid. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. In addition to current reporting period errors, NAVFLIRS DAR Part II contains errors not corrected from the previous months. Prior months errors will not be removed from the DAR Part II until corrections are applied. Part V will summarize each NAVFLIRS document for the current reporting period that appears on DAR Part I, DAR Part II, and all records that appear on the DAR Part II for the previous reporting period. Data errors are indicated by asterisks (\*) directly below the erroneous data. Data fields requiring correction will be processed using local data base correction procedures (**Chapter 2**). Cumulative errors to be identified in DAR # field as follows: 1 - first repeat on DAR Part II, 2 - second repeat on daily DAR Part II, X - third and subsequent repeats on DAR Part II. Detail lines on part I are double spaced and triple spaced on part II. This report is sorted by **ORG**, **TEC**, **BUNO**, **TR** date, and flight begin time.



#### **3.4.2 Individual Master Roster (NAVFLIRS-00)**

This report (Figure 3-28) identifies the total aircrew assigned to an ORG by grade, SSN, SVC, hours flown, and flight qualifications. This report is double spaced and each line represents each aircrew assigned, hours flown, and flight qualification status. The NAVFLIRS-00 will be kept up-to-date by the Operations Department to reflect current personnel in a flying status during the reporting period. Whenever a personnel data change (RECTYP 7D) occurs, the NAVFLIRS-00 will be annotated with the document number of the transaction, Julian date, and exception code. Personnel gains will be annotated with a new line entry, which will include the above document identification requirements. When the following month's NAVFLIRS-00 is received, the updated NAVFLIRS-00 will be compared with the new listing for proper updates into the new month. Any missing information shall be highlighted on the old report and one copy forwarded to the maintenance analyst for researching or filing.

#### **3.4.3 Monthly Aircraft Utilization Report (NAVFLIRS-1)**

This report (Figure 3-29) summarizes, by BUNO, TMR code/hours with mission name, landings (by landing code), total flight hours and flights, ship flight hours and flights, catapult launches, and training areas/hours performed by each aircraft. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced between BUNOs and each line represents a summarization for each type landing (day/night) by BUNO. BUNO, TEC, and ORG totals are printed upon change of specific titles. Training area totals reflect area/hour totals within ORG.

#### **3.4.4 Monthly Aircraft Mission Report (NAVFLIRS-2)**

This report (Figure 3-30) summarizes, by TMR, the number of missions, hours flown, and the average duration in each category by TEC. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced between TECs and each line represents a summarization for each TMR within TEC.

#### **3.4.5 Monthly Individual Flight Activity Report (NAVFLIRS-3)**

This report (Figure 3-31) details, by individual, specific flight activity performed during the reporting period. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced and each line represents a summarization for each Date/Time Depart by BUNO/TEC. A one-star (\*) total is printed on a change in TEC. Total aircraft time totals reflect flight times (first pilot time (FPT), copilot time (CPT) and special crew time (SCT)), instrument time (actual (ACT) or simulated (SIM)), and night time. This report also accumulates Weapons Proficiency Data, Miscellaneous Data, and a Fiscal Year Summary.

#### **3.4.6 Monthly Aircraft Logistics Data Report (NAVFLIRS-4)**

This report (Figure 3-32) summarizes the flight hours, distance, confirmed/opportune payloads, and configuration data for each BUNO. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced and each line represents a summarization for each Airlift Mission Number by BUNO. A one-star (\*) total is printed upon a change in BUNO. A two-star (\*\*) total is printed upon a change in TEC. A three-star (\*\*\*) total is printed upon a change in ORG.

### **3.5 Repairable Management Data Reports; Material Reports**

These reports reflect material reporting data and are described in the following paragraphs.

### 3.5.1 Repairable Management Data Report (MR-1-1)

a. This report (Figure 3-33) is provided for the purpose of repairables management and fixed allowance determination under OSI procedures. This report merges supply and maintenance data elements to determine usage and TAT of locally processed repairables. The MR-1-1 and MR-1-2 are nearly identical reports except for sequence in which they are produced and the totals taken. Each report will consist of two parts. Part I will be a detailed list and Part II will be a summarization of the detail list.

b. Data source for these reports will be material issue documents (RECTYP 60) which have MCC of D, E, G, H, Q, or X and a COG of 1R, 2R, 4Z, 6K, 6R, 7G, 7R, 7Z, 8R, or with a Blank MCC and COGs of 9F, 9I, 9J, or 9V. These 60 records are married to corresponding MAF Copy 1 (match on JCN), with TRCODE of 31, 32, and 63 component turn-in record MAF Copy 2.

c. This report is sorted in the following sequence:

- (1) WUC.
- (2) NIIN.
- (3) JCN.

**NOTE:** For NALCOMIS Optimized IMA sites, the MR-1-1 report processed on the NALCOMIS data base will be sorted in Family Group Code sequence.

d. Data for the current 6 months will be used for production of this report. The requesting activity has the capability to select the report period desired. The requested report must, however, be within the current 6 months and must be specified in increments of monthly accounting periods only. The requesting activity may also select either the Part I or the Part II independently, or both.

e. Part I detail lines will represent a single material issue (60) (DD 1348) which has a corresponding (JCN Match) 31/32 MAF Copy 1 transaction and 63 component turn-in record MAF Copy 2. If a material issue resides in the data base without a matching 31/32 MAF Copy 1 transaction and 63 component turn-in record MAF Copy 2, it will not be printed until it has remained in the data base for 6 months. A 31/32 MAF Copy 1 and 63 component turn-in record MAF Copy 2 residing in the data base without a matching material issue will never be printed.

f. The TAT printed in the Repair Cycle Data section of the MR-1-1 will contain constraints as described in NAVICPINST 4441.16. The actual results are then printed for each repair cycle data element but the constrained results will be accumulated within the computer and applied to the TAT.

### 3.5.2 Repairable Management Data Report (MR-1-2)

a. This report (Figure 3-34) is provided for the purpose of repairables management and fixed allowance determination under OSI procedures. This report merges supply and maintenance data elements to determine usage and TAT of locally processed repairables. MR-1-1 and MR-1-2 are nearly identical reports except for sequence in which they are produced and the totals taken. Each report will consist of two parts, Part I will be a detailed list and Part II will be a summarization of the detail list.

b. Data source for these reports will be material issue documents (RECTYP 60) which have MCC of D, E, H, or X and a COG of 1R, 2R, 6R, 7G, 7Z, 8R, 9I, or 9J. These 60 records are married to corresponding MAF Copy 1 (match on JCN), with TRCODE of 31, 32, and 63 component turn-in record MAF Copy 2.

c. This report is sorted in the following sequence:

(1) NIIN.

(2) JCN.

d. Data for the current 6 months will be used for production of this report. The requesting activity has the capability to select the report period desired. The requested report must, however, be within the current 6 months and must be specified in increments of monthly accounting periods only. The requesting activity may also select either Part I or Part II independently, or both.

e. Part I detail lines will represent a single material issue (60) (DD 1348) which has a corresponding (JCN match) 31/32 MAF Copy 1 transaction and 63 component turn-in record MAF Copy 2. If a material issue resides in the data base without a matching 31/32 VIDS/MAF Copy 1 transaction and 63 component turn-in record MAF Copy 2, it will not be printed until it has remained in the data base for 6 months. A 31/32 MAF Copy 1 and 63 component turn-in record MAF Copy 2 residing in the data base without a matching material issue will never be printed.

f. The TAT printed in the repair cycle data section of the MR-1-2 will contain constraints as described in NAVICPINST 4441.16. Actual results are printed for each repair cycle data element but the constrained results will be accumulated within the computer and applied to the TAT.

### 3.5.3 Expense Item Management Data Reports (MR-2-1, MR-2-2, and MR-2-3)

a. These reports are provided for the purpose of reviewing consumable (expense) item maintenance usage to set stock levels of those items under OSI procedures. These reports display frequency and demand data on all maintenance related expense items for up to 6 months. The three reports are basically the same, except for the sequence differences.

b. Data source for these reports will be the DD 1348, Material Issues (60 records), TD compliance Material Issues (64 records), Initial Outfitting Issues (65 records), and Indirect Material Issues (67 records). Only those records where the first position of the COG is 0, 1, 3, 5, or 9 (except 1R when the MCC is D) will qualify for these reports. SUPORG code will be the basis of organization selection.

c. The MR-2-1, MR-2-2, and MR-2-3 reports will be prepared as described in the following paragraphs:

(1) MR-2-1

(a) SUPORG.

(b) COG.

(c) NIIN.

(2) MR-2-2

(a) SUPORG.

(b) JCNORG.

(c) NIIN.

(3) MR-2-3

(a) SUPORG.

- (b) TEC.
- (c) WUC.
- (d) NIIN.

d. The requesting activity has the ability to select the report period desired, however, the period requested must be within the current 6 month period and be specified in increments of monthly accounting periods.

e. Illustrations of the MR-2-1, MR-2-2, and MR-2-3 Reports are shown in [Figures 3-35, 3-36, and 3-37](#).

### 3.6 NALCOMIS Production Management Reports

[NALCOMIS](#) production management reports reflect specific management tools to assist in the daily production effort within the [IMA](#). A selected set of reports follow.

a. Daily Production Report - Part 1. This report lists all completed maintenance actions being signed off by Production Control within the user entered begin and end date range within a work center. The maintenance actions are totaled by priority, transaction codes, and action taken codes ([Figure 3-38](#)).

b. Daily Production Report - Part 2. This report should be run and distributed on a daily basis. The Daily Production Report Part 2 provides a count of all maintenance actions accomplished from the begin date/time to the end date/time as selected by the user ([Figure 3-39](#)).

c. Work Center Work Load Report. This report should be run and distributed on a daily basis. The work center workload report is the NALCOMIS [VIDS](#) board. The report is a valuable validation tool. The report lists all outstanding discrepancies not signed off by [Production Control](#) for each work center as of the selected end date and time of the report ([Figure 3-40](#)).

d. Equipment Discrepancy Report. This report should be run and distributed on a daily basis. The sort option for this report is normally by [work center](#), [TEC](#), and [SER](#). The report lists the serial number and the [TEC](#) of all pieces of [SE](#), engines, or both that currently have outstanding [MAFs](#) ([Figure 3-41](#)).

e. SQD [EXREP](#) Status Report. This report is used for monitoring/expediting squadron [EXREP](#) requirements ([Figure 3-42](#)).

f. SQD [EXREP](#) Status Summary By Organization Report. This report is used for monitoring/expediting squadron [EXREP](#) requirements ([Figure 3-43](#)).

g. [DIFM](#) Status Report. This report is used to validate components in the repair cycle, monitor job status, explore cannibalization/transpose possibilities, monitor supply status for [AWP](#) requirements, and monitor repair and return assets, both incoming and outgoing ([Figure 3-44](#)).

### 3.7 Aviation Maintenance Information Summary Reports and Data Extract Products

Aviation summary and data extract products provide a standardized, readily available source of information that users can refer to when gathering statistical naval aviation information. These products show aggregated and detailed data based on user input parameters, and are prepared from active and completed documents. All reports are prepared from [MAFs/WOs](#) and Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted by organizational units. [SCIR](#) related reports show the mission capability for an organization's assigned equipment.

**NOTE:** Local reports from **Foundation Tier** may not include detachment data or inventory corrections incorporated in up-line reporting.

### 3.7.1 Consolidated Performance Metrics (MAINT-1 Report)

a. The report (**Figure 3-45**) provides aviation supervisory personnel with a single source of information from which organizational/equipment capabilities and resource expenditures can be measured. All **TRCODEs** are candidates for generating this report except TRCODEs 30, 31, 32, or 39 and all **TM** codes that are equal to F, but are not equal to TRCODE 72. Data to create this report is extracted from **MAFs/WOs** and Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the reporting period.

b. The MAINT-1 report may be used to determine:

- (1) Aircraft assigned and available to an organization and its mission.
- (2) Readiness for each **T/M/S** maintained by an organization, as well as an overall unit assessment.
- (3) Impact of maintenance/supply on equipment mission capability.
- (4) Resources expended in maintaining a particular level of readiness or use of assets.
- (5) The extent of manpower expenditure beyond direct support of aircraft.
- (6) A general indication of where mission aborts occur.
- (7) The effort necessary to prevent and treat corrosion.
- (8) The responsiveness of the aviation supply system.
- (9) Shipboard flight operations.

c. The MAINT-1 report is produced for each **Assy Cd** when more than one T/M/S is assigned to an organization to provide separation among type aircraft maintained during the reporting period.

d. An overall organizational report is produced to reveal aggregated squadron metrics.

e. Field calculations are accomplished as follows:

(1) **TOTAL EIS:** Sum total **EIS** hours for each aircraft maintained during the reporting period. For the purpose of this calculation the count begins on the date and time an aircraft is gained and the count ends at 2400 on the last day of each report or on the date and time an aircraft is transferred/lost.

(2) **AVG ACFT:** Depicts the average number of aircraft available to a unit, based on total accumulated EIS hours during the reporting period.

$$\text{AVG ACFT} = \frac{\text{TOTAL EIS HRS}}{\# \text{ DAYS IN MONTH} \times 24}$$

**NOTE:** The following readiness percentages are computed using accumulated hours during the desired reporting period.

(3) **MC%:** Reflects the percentage of all aircraft assigned to a unit, based on total accumulated EIS hours during the selected reporting period which are capable of performing at least one, but not all missions. Computation of this data element is as follows:

$$MC\% = \frac{\text{TOTAL EIS HRS} - (\text{NMCS} + \text{NMCM}) \text{ HRS}}{\text{TOTAL EIS HRS}} \times 100$$

(4) FMC%: Reflects the percentage of all aircraft assigned to a unit which were capable of performing all missions during the selected reporting period. Computation of this data element is as follows:

$$FMC\% = \frac{\text{TOTAL EIS HRS} - (\text{NMCS} + \text{NMCM} + \text{PMC}) \text{ HRS}}{\text{TOTAL EIS HRS}} \times 100$$

(5) NMCM%, NMCS%, PMCM%, PMCS%: Reflects aircraft system degradation, as a percentage of time impacted in any of the listed categories, during the selected reporting period. By using substitution for the selected category, computation of this data element is as follows:

$$\text{SELECTED CATEGORY}\% = \frac{\text{TOTAL (SELECTED CATEGORY) HRS}}{\text{TOTAL EIS HRS}} \times 100$$

(6) FLTHRS: Displays total number of flight hours accumulated from Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the selected reporting period.

(7) FLTS: Displays total number of flight accumulated from Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the selected reporting period.

(8) AVG UTIL: Reports the average number of flight hours expended, per aircraft, during the selected reporting period. Computation of this data element is as follows:

$$\text{AVG UTIL} = \frac{\text{TOTAL FLTHRS}}{\text{AVG ACFT}}$$

(9) AVG FLT DURATION: Computed by dividing total flight hours by total flights.

(10) TOTAL CANN IP and TOTAL CANN MHRS: Displays the accumulated cannibalization items processed and man-hours during the selected reporting period. Selection criteria for this data element is based on maintenance level one MAFs/WOs containing the following:

- (a) Assy Cd beginning with A.
- (b) TRANS Code 18 or 19
- (c) AT Code T.
- (d) MAL Codes 812 through 820.
- (e) TM Code B.

(11) CANNIS/100 FLTHRS: Measures the number of cannibalization actions necessary to support 100 flight hours. This use of 100 flight hours, as a standard divisor, is to normalize comparisons and maintain statistical consistency. Computation of this data element is as follows:

$$\text{CANNIS} / 100 \text{ FLTHRS} = \frac{\text{TOTAL CANN ITEMS}}{(\text{TOTAL FLTHRS} / 100)}$$

(12) A-799 IP and A-799 MHRS: Displays accumulated no-defect items processed and man-hours during the selected reporting period. Selection criteria for this data element is based on maintenance level one MAFs/WOs containing the following:

- (a) Assy Cd beginning with A.
- (b) AT Code A.
- (c) MAL Code 799.

(13) TOTAL W/D 'Y'. Displays accumulated number of parts, components, or assemblies received or withdrawn from supply and found to be discrepant upon installation.

(14) TOTAL ACFT DMMH: Reflects accumulated man-hours directly attributed to maintenance of aircraft during the selected reporting period. In particular, those maintenance level one MAFs/WOs with a Assy Cd beginning with A.

(15) ACFT DMMH/FLTHR: Computed by dividing Total ACFT DMMH by Total FLTHRS.

(16) TOT MAINT MHRS: Total man-hours attributed to the maintenance of the aircraft.

(17) CORR Prevention HRS: Reflects the accumulated man-hours expended in the prevention of aircraft corrosion during the selected reporting period. Selection for this data element is based on maintenance level one MAFs/WOs containing the following:

- (a) Assy Cd beginning with A.
- (b) WUC equals 04.
- (c) AT Code 0.
- (d) MAL Code 000.

(18) CORR Treatment HRS: Reflects the accumulated man-hours expended in the treatment of aircraft corrosion during the selected reporting period. Selection for this data element is based on maintenance level one MAFs/WOs containing the following:

- (a) Assy Cd beginning with A.
- (b) WUC not beginning with 04.
- (c) AT Code Z.
- (d) MAL Code 170.

(19) FLTHRS-SHIP: Displays total number of shipboard flight hours accumulated from Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the selected reporting period. Selection for this data element is based on Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents with operations Code of A, B, or C.

(20) FLTS - SHIP: Displays total number of shipboard flights accumulated from Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the selected reporting period. Selection for this data element is based on Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents with an operations Code of A, B, or C.



(21) BEFORE FLT ABORTS I/P: Reflects the number of flights that were aborted before flight during the selected reporting period. Selections for this data element is based on maintenance level one MAFs/WOs having WD Code A.

(22) IN-FLT ABORTS I/P: Reflects the number of flights that were aborted in-flight during the selected reporting period. Selections for this data element is based on maintenance level one MAFs/WOs having WD Code C.

### 3.7.2 Aircraft Readiness Degradation and Utilization Summary (MAINT-2 Report)

a. The report (Figure 3-46) shows, by aircraft BUNO, the total number of discrepancy hours limiting the equipment from performing its mission or function during the reporting period. This report also denotes equipment utilization. All TRCODEs are candidates for generating this report except TRCODEs 30, 31, 32, or 39, and all TM codes that are equal to F but are not equal to TRCODE 72. The report is used to determine the impact of maintenance/supply on the mission capability of the equipment. EIS hours, flight hours, and number of flights are also portrayed. Total SCIR hours are the accumulation of all SCIR related gripe life hours extracted from the MAFs/WOs by aircraft BUNO.

b. The MAINT 2 is sorted as follows:

- (1) ORG code.
- (2) Assy Cd.
- (3) Aircraft BUNO.

c. All lines are a summation of aircraft BUNO within Assy Cd and ORG.

d. An Assy Cd TOTAL is entered upon a change in Assy Cd.

e. An ORG TOTAL is entered upon a change in ORG code.

### 3.7.3 Subsystem Capability Impact Reporting by WUC/UNS (MAINT-3 Report)

a. The report (Figure 3-47) displays SCIR hours by mission category and AWM hours by reason codes, summarized for a given EOC code and associated WUC during a reporting period. The MAINT-3 is prepared from MAFs/WOs that have an EOC code. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes that are equal to F but are not equal to TRCODE 72.

b. The MAINT-3 is sorted as follows:

- (1) ORG code (major sort).
- (2) Assy Cd.
- (3) EOC code.
- (4) WUC/UNS.

c. All lines represent summations of maintenance actions by WUC to a specific EOC code within a Assy Cd and ORG code. It will show total SCIR hours and distribution of those hours by the degradation PMCM, PMCS, NMCMS, NMCMU, NMCS, and total AWM hours. A decimal is assumed on all entries on detail lines.



d. A CAT TOTAL line is printed upon change of EOC code mission capability category (PMC and NMC). Total SCIR hours and AWM hours (as applicable) are depicted as 100.0 percent for mission capability category (PMCM, PMCS, NMCMS, NMCMU, NMCS, and Assy Cd). Total SCIR hours, PMC, and NMC hours are a summation of the SCIR category totals. Total AWM hours and individual reason code totals are a summation of the SCIR category totals. Percentages are based on total SCIR hours and AWM hours for the individual Assy Cds. A decimal is assumed on all entries except percentages.

e. An ORG TOTAL is printed upon change of ORG code. Total SCIR, PMC, and NMC hours are a summation of the Assy Cd TOTAL. Total AWM hours and individual reason code totals are a summation of (Assy Cd TOTAL) totals. Percentages are based on total SCIR hours and AWM hours for Assy Cd within the ORG. A decimal is assumed on all entries except percentages.

### 3.7.4 Detailed Mission and Maintenance Data by Aircraft (MAINT-4 Report)

a. The report (Figure 3-48) shows mission capability and maintenance data for each MAF/WO submitted for a given EOC code and associated WUC by aircraft BUNO within Assy Cd and ORG code. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes that are equal to F but are not equal to TRCODE 72.

b. The MAINT-4 is sorted as follows:

- (1) ORG code (major sort).
- (2) Assy Cd.
- (3) Aircraft BUNO.
- (4) EOC code.
- (5) WUC/UNS.
- (6) MCN.

c. All lines show total SCIR hours and distribution of hours by type degradation (PMCM, PMCS, NMCMS, NMCMU, NMCS) and JCN, WC, TR, WD, TM, AT, MAL, IP, MHRS, EMT, and MCN documented on the MAFs/WOs. A decimal is assumed on mission capability data entries.

d. A CAT TOTAL is printed upon change of EOC code mission capability category (PMC and, NMC). Total SCIR hours are depicted as 100.0 percent for mission capability category (PMCM, PMCS, NMCMS, NMCMU, NMCS, and aircraft BUNO). Total aircraft BUNO TOTAL SCIR hours are a summation of the CAT TOTAL for PMC, and NMC. Percentages are based on total SCIR hours for that aircraft BUNO. A decimal is assumed on mission capability data entries except percentages.

e. An Assy Cd TOTAL is printed upon change of Assy Cd A decimal is assumed on mission capability data entries except percentages.

f. An ORG TOTAL is printed upon change of ORG code. A decimal is assumed on mission capability data entries except percentages.

### 3.7.5 Maintenance Manhour (MAINT-5 Report)

a. The report (Figure 3-49) provides data on DMMH/FLTHR for aircraft assigned to a unit during the selected reporting period. All TRCODEs are candidates for generating this report except TRCODEs 30, 31,

32, or 39, and all **TM** codes that are equal to F, but are not equal to TRCODE 72. Data to create this report is extracted from MAFs/WOs submitted during the reporting period.

b. The DMMH/FLTHR figure is generally employed as an index of cost, in terms of maintenance, of supporting an hour of aircraft flight (the lower the index, the lower the cost). Following the same line of reasoning, the lower the cost, the more flight hours that can be bought with a given amount of maintenance. It is essential that a lower index not be attained at the expense of omitting required maintenance.

c. The MAINT-5 report may be used to determine:

(1) Which aircraft required a large amount of direct maintenance man-hours, and what type of maintenance was performed.

(2) The maintenance man-hours spent per aircraft as opposed to the number of hours flown.

(3) The ratio of look phase man-hours to fix phase man-hours per type of inspection.

(4) The ratio of unscheduled to scheduled man-hours.

(5) In conjunction with past data, it can be determined which aircraft are continually high man-hour consumers.

d. Typical factors that may cause fluctuations in the maintenance man-hour per flying hour figure are:

(1) A reduction of programmed flying hours will not always be accompanied by an immediate and corresponding drop in maintenance (a high index may result).

(2) Shortening the sortie length can materially reduce the total hours flown while maintenance remains stable (a high index may result).

(3) Unforeseen maintenance, such as airframe or engine modification, can ground the aircraft and at the same time cause increased maintenance (a high index may result).

(4) Decreased maintenance may occur as the result of reduced inspection requirements, improvements in work methods or facilities, etc., while flying hours remain stable (a lower index may result).

(5) An increase in total flying hours will not always necessitate additional maintenance (a lower index may result).

e. All lines are sorted as follows:

(1) **ORG** code (major sort).

(2) **Assy Cd**.

(3) Aircraft **BUNO**.

f. A MAINT-5 report is produced for each Assy Cd when more than one **T/M/S** is assigned to an organization to provide separation among type aircraft maintained during the reporting period.

g. An overall organizational report is produced to reveal aggregated squadron metrics.

h. Field calculations are accomplished as follows:

(1) UNSCH MAINT: Unscheduled aircraft maintenance man-hours reported on level one MAFs/WOs where the Assy Cd begins with A and TM is equal to B.

(2) PHASE/PDM LOOK: Reflects total man-hours expended in performing look portion of phase/PDM, or IMC/P inspections. Level one MAFs/WOs with a TM Code of G and a WUC beginning with 03 will be selected.

(3) PHASE/PDM FIX: Depicts total man-hours expended in repairing discrepancies that were discovered during look portion of phase, PDM, or IMC/P inspections. Level one MAFs/WOs with a WD Code of M, TM Code of G, and a WUC not beginning with 03 will be selected.

(4) ACPT/XFER INSP: Denotes all man-hours consumed in performing acceptance or transfer inspections. This field contains look and fix man-hours from level one MAFs/WOs, where TM Code equals E.

(5) COND INSP: Displays all man-hours consumed in performing conditional inspections. This field contains combined look and fix man-hours from level one MAFs/WOs, where TM Code equals S.

(6) SPECIAL INSP LOOK: Indicates, by aircraft BUNO, total man-hours expended in performing look portion of special inspections. Level one MAFs/WOs with a W/D Code of 0, TM Code containing D, K, M, or N, and a WUC beginning with 03, 04, or 05 will be selected.

(7) SPECIAL INSP FIX: Shows, by aircraft BUNO, total man-hours expended in repairing discrepancies that were discovered during look portion of special inspections. Level one MAFs/WOs with a TM Code containing D, K, M, or N and a WUC not beginning with 03 or 04 will be selected.

(8) TDC: Indicates, by aircraft BUNO, the total man-hours documented on level one MAFs/WOs where TRCODE is 41 or 47.

(9) TOT MHRS: This field reflects, by aircraft BUNO, the sum of all man-hours from previous fields on this report.

(10) ACFT FLTHRS: This field depicts the total flight hours by, aircraft BUNO, from Naval Aircraft Flight Record (OPNAV 3710/4)/flight documents submitted during the selected reporting period.

(11) DMMH/FLTHR: Computed by dividing TOTAL MHRS by ACFT FLTHRS.

$$\text{DMMH / FLTHR} = \frac{\text{TOTAL MHRS}}{\text{ACFT FLTHRS}}$$

### 3.7.6 Detailed Data Extract (MAINT-6 Report)

a. The report (Figure 3-50) provides key detailed data from MAFs/WOs completed by a unit during the selected reporting period. Aviation managers or supervisors can use this data product to analyze equipment capability, reliability, and maintainability. All maintenance level one documents, for all Assy Cds assigned to an organization are candidates for generating this extract.

b. This data product is provided in electronic format. It is intended to make available to users the capability to perform queries based on specific criteria established by supervisory and management personnel. Through the use of available third-party software, data analysts will have the tools necessary to provide statistical analysis or data mining services for internal and external inquiries.

c. All lines are sorted as follows:

- (1) **ORG** code (major sort).
- (2) Assy Cd.
- (3) Aircraft **BUNO**.
- (4) Work Center.
- (5) **WUC/UNS**.

d. The MAINT-6 report may be used to:

(1) Identify troublesome systems or subsystems that require disproportionate maintenance actions or man-hours. (Example: Total man-hours by WUC, Assy Cd, aircraft BUNO, **MAL** code, etc.)

(2) Determine recurring problems against various systems or subsystems as indicated by a large number of repeat discrepancies. Selection of repeat failure items can be used to establish the cause of the failures, for example, structural design or improper maintenance.

(3) Compare man-hours used in the upkeep of each specific type of equipment to determine the cost in man-hours of maintaining a particular type equipment, system, or subsystem, or of isolating components that might be causing the entire system to consume high man-hours.

(4) Rank maintenance actions by any category. (Example: High man-hour consumers or high failure items, by WUC, Assy Cd, aircraft BUNO, etc.)

(5) Measure the maintenance effort attributable to **FOD**.

(6) Measure the maintenance effort attributable to the prevention and treatment of corrosion, and determine whether any specific section of an aircraft needs additional attention.

(7) Track removal and replacement of items and the **P/Ns** of repairable parts/assemblies.

(8) Determine the amount of time and effort expended on maintenance where there is no malfunction or alleged malfunction. Some examples are cannibalization actions, matched set removals, **FOM** actions, or items removed/installed due to forced removal or scheduled maintenance.

(9) Indicate lack of training or test equipment by number of no defects or CANN actions.

(10) Identify TD actions for a particular WUC, **Assy Cd**, aircraft BUNO, etc.

(11) Determine the number of abort malfunctions caused by mechanical failures, what caused them, whether these malfunctions were discovered before flight or while in flight, and whether they could have been eliminated by better inspections.

(12) Identify the number of items processed or man-hours expended, as a result of discrepancies discovered during acceptance checks on recently assigned aircraft, and whether it appears that there was an abnormal amount of work required.

(13) Identify the number of malfunctions discovered during functional check flights. (A large number may indicate improper maintenance procedures or poorly trained personnel.)

### **3.8 Flight Reports**

#### **3.8.1 Aircrew Flight**

This report reflects the flight activity performed by a specific, multiple or all aircrew within the inclusive dates entered in the Aircrew Flight window. The report is listed by document numbers, then by aircrew and then by the subtotals and totals of flight times in each category.

#### **3.8.2 Aircraft Flight**

This report reflects the flight activity data of a specific aircraft or all aircraft with the same [Assy Cd](#). It also summarizes the grand total for all aircraft even if the report is for specific aircraft. The report is listed by Assy Cd and aircraft [BUNO](#).

#### **3.8.3 Individual Master Roster**

This report identifies the total aircrew assigned to an [ORG](#), transferred, staff, and visitor by grade, [SSN](#), [SVC](#), hours flown, and flight qualifications. Each line represents each aircrew assigned, hours flown, and flight qualification status. The [IMR](#) will be kept up-to-date through the personnel module to reflect current personnel in a flying status. Whenever a personnel change occurs, the IMR will be automatically updated. The IMR is an up-to-date report that can be displayed or run any time desired.

#### **3.8.4 Aircraft Flight Summary Report**

This report summarizes, by BUNO, [TMR](#) code/hours with mission name, landings (by landing code), total flight hours and flights, ship flight hours and flights, catapult launches, and training areas/hours performed by each aircraft. It is prepared from data submitted in the Flight Module. This report is double-spaced between BUNOs and each line represents a summarization for each type landing (day/night) by BUNO. BUNO, Assy Cd, and ORG totals are printed upon change of specific titles.

#### **3.8.5 Aircraft Landing Code and Mission Number (Hours) Summary**

This report summarizes by BUNO, MSN hours, and landings for all aircraft or selected aircraft at any time for a selected time period.

#### **3.8.6 Aircrew Flight Summary by SSN and Aircrew Flight Summary by Assy Cd**

These reports provide the individual Flight Summary data by all aircrew in the activity or selected individual by SSN or by a selected Assy Cd for a selected time frame at any time.

E-00		EQUIPMENT MASTER ROSTER												JUN 97	
ORG	PUC	TEC	SERIAL	METER	.....INVENTORY CODE.....										
					0	A	1	2	3	4	5	6	7	8	
AF1	000916	AFPB	150950			720									
AF1	000916	AFPB	150951			720									
AF1	000916	AFPB	150952			720									
AF1	000916	AFPB	150953						720						
AF1	000916	AFPB	150955			720									
					*	2880			720						

Figure 3-1: Equipment Master Roster (E-00) (Aircraft)

E-00		EQUIPMENT MASTER ROSTER												JUN 97	
ORG	PUC	TEC	SERIAL	METER	INVENTORY CODE										
					0	A	1	2	3	4	5	6	7	8	
AF1	000916	AFPB	150950			720									
AF1	000916	AFPB	150951	(Sample LOSS)		720									
AF1	000916	AFPB	150952			720									
AF1	000916	AFPB	150953	(Sample Inventory Code Change)				320							
AF1	000916	AFPB	150955			720									
AF1	000916	AFPB	158456	(Sample GAIN)		561									
				*		2880									

**NOTE**

Enter the whole hours remaining in the reporting period when reporting a GAIN (TRCODE 00) or when annotating the new Inventory Code on an Inventory Code Change (TRCODE 02). Enter the whole hours elapsed in the reporting period when reporting a LOSS (TRCODE 03) or when annotating the old Inventory Code on an Inventory Code Change (TRCODE 02).

**Figure 3-2: Equipment Master Roster (E-00) (Kept Current by Maintenance Control)**

E-00		EQUIPMENT MASTER ROSTER												JUN 97	
					.....INVENTORY CODE.....										
ORG	PUC	TEC	SERIAL	METER	0	A	1	2	3	4	5	6	7	8	
A9B		GACB	004723	M0023	720										
A9B		GACB	004815	M8316	720										
A9B		GACB	004903	M6791	720										
					*	2160									

Figure 3-3: Equipment Master Roster (E-00) (SE)



E-00		EQUIPMENT MASTER ROSTER												JUN 97	
					..... I N V E N T O R Y   C O D E ..... 0            A            1            2            3            4            5            6            7            8										
P7C		VFUE	000534		720										
P7C		VFUE	007530		720										
				*	1440										

Figure 3-4: Equipment Master Roster (E-00) (TD)

VIDS/MAF COPY 1	DAILY AUDIT REPORT	15 JUL 97
PART I - VALID DATA		
ORG - AW5 VFA-136	WORK CENTER - X20	
DOCUMENT NUMBER - EA39633		
A (08)AW5 (11)186 (14)481 (17) (19)120 (22)4523D (29)AW5 (32)11 (34)1 (35)N (36)450 (39)00 (41)0040 (45)040 (48)AMAF (52)164214 (58)D (59)B (60) (62) (65) (69) (78)		
B (08)7186 (12)2000 (16)Z45 (19)5186 (23)2130 (27)Z45 (30)7196 (34)2400 (38)1 (39)0560 (43)2 (44)0015 (48) (49) (53)S (54)7186 (58)2330 (62)Z45 (65)M (66)5194 (70)1400 (74)Z45 (78)		
VIDS/MAF COPY 1		
DAILY AUDIT REPORT		
15 JUL 97		
PART II - INVALID DATA		
DAR #		
ORG - AB6 VA-105	WORK CENTER - X20	
DOCUMENT NUMBER - EA39634		1
A (08)AW5 (11)186 (14)490 (17) (19)120 (22)12111 (29)AW5 (32)23 (34)1 (35)R (36)935 (39)01 (41)0070 (45)040 (48)AMAF (52)164214 (58)D (59)B (60) (62) (65) (69) (78)		
B (08)7186 (12)1400 (16)A00 (19)7186 (23)1430 (27)Z12 (30)7196 (34)1130 (38)2 (39)0010 (43)8 (44)1430 (48) (49) (53)S (54)7186 (58)1530 (62)Z12 (65)M (66)5190 (70)0830 (74)Z12 (78)		
E (08)58107 (13)482-2 (23)2-NA-51472 (38)4191 (42)A1304 (47) (52) (78) ****		
G (08)58107 (13)586-1 (23)2-NA-51472 (38)A1304 (43) (48) (78)		

Figure 3-5: VIDS/MAF Copy 1 Daily Audit Report

DDI 348		DAILY AUDIT REPORT PART I - VALID DATA															03 MAY 97					
ORG	NSNPN	REQ	REQ	*****	JCN	*****	TOTPRC/	MEGR	P	C	C	DATE	SUP	ORG	AWAY	NUMBER	DOC	REC	C			
1	4	19	21	26	30	34	37	40	43	45	49	51	54	56	63	8	9	0	71	75	78	
AC3	5895007329280FA	EA	00001	7122	0021	AC3	120	020	AFPB	2R	AK0	03	7317300	37695	W	A	E	7122	A8D	A	1230024	60
AC3	1280008028892FA	EA	00001	7122	0022	AC3	121	201	AFPB	2R	AK7	03	7317300	73030	W	A	H	7122	A8D	A	1230025	60
AC3	6605009799201FA	EA	00001	7122	0023	AC3	122	326	AFPB	2R	ZA9	06	7315100	81611	W	W	H	7122	A8D	A	1230026	60

DDI 348		DAILY AUDIT REPORT PART II - INVALID DATA															03 MAY 97					
ORG	NSNPN	REQ	REQ	*****	JCN	*****	TOTPRC/	MEGR	P	C	C	DATE	SUP	ORG	AWAY	NUMBER	DOC	REC	C			
1	4	19	21	26	30	34	37	40	43	45	49	51	54	56	63	8	9	0	71	75	78	
AC3	1280008684887FA	EA	00001	7122	0030	AC3	***	***	AFPB	2R	AK0	03	3211800	73368	W	A	H	7122	A8D	A	1230027	60
AC3	6605009799201FA	EA	00001	7097	0031	AC3	096	322	AFPB	**	***	**	6113700	81611	W	A	E	7121	A8D	A	1210008	60

Figure 3-6: DD 1348 Daily Audit Report

VIDS/MAF COPY 2		DAILY AUDIT REPORT PART I - VALID DATA															30 JAN 97	
WUC	TEC	MFGR	ORG	NSNPN	UI	QTY	COG	P	C	C	SUP	*****JCN*****	SUP	DOC	REC	C		
1	8	12	27	30	45	47	49	51	52	53	54	61	64	67	70	75	78	
7462512	AEBC	97942	A9D	4130007885964BF	EA	01	2R	W	A	H	7028	AJ1	020	361	AA	A8D	0290012	61
74325	AEBC	97942	A9D	1439006777586BF	EA	01	2R	W	F	H	7028	AJ1	021	285		A8D	0290015	61
62136	AEBC	93614	A9D	1439006777586BE	EA	01	2R	W	F	H	7028	AJ1	027	206		A8D	0290014	63
DAILY AUDIT REPORT PART II - INVALID DATA																		
VIDS/MAF COPY 2		DAILY AUDIT REPORT PART II - INVALID DATA															30 JAN 97 DAR #	
WUC	TEC	MFGR	ORG	NSNPN	UI	QTY	COG	P	C	C	SUP	*****JCN*****	SUP	DOC	REC	C		
1	8	12	27	30	45	47	49	51	52	53	54	61	64	67	70	75	78	
74321	AEBC		A9D	6120006625171BEEA	EA	01	2R	W	A	H	7028	AJ1	019	408	A	A8D	0290011	61
76413	AEBC	97961	A9D	1230007885000BFEA	EA	01	2R	W	F	H		AJ1	011	861		A8D	0150008	63
72131	AEBC	44882	A9D	1430007864010BF	**	2R	W	F	H	7011	AJ1	009	774		A8D	0170007	63	X

Figure 3-7: VIDS/MAF Copy 2 Daily Audit Report

MDR-2		MONTHLY PRODUCTION REPORT																				FEB 97																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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Transaction Code	TR	Quantity	QTY	Malfunction Code 2	MAL2	Action Taken Code 2	AT2	Part Number/Technical Directive	PART/TDC	Date	DATE	Job Control Number	JCN	Type Maintenance	TM	Bureau/Serial Number	BUNO	Elapsed Time	EMT	Man-hours	MHRS	Items Processed	IP	When Discovered	WD	Fault Isolation Detection	FID	Malfunction	MAL	Action Taken	AT	Position	POS	Work Unit Code	WUC	TEC	Type Equipment Code																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
(1)	AHXD	4512D	C	105	J	1	1.5	1.5	161002	D	7022	BG0022699																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
(2)	AHXD	4512D	C	255	H	1	3.0	1.5	161002	B	7022	BG0022235																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
(3)	AHRG	4512D	A	127	D	1	1.0	1.0	151683	B	7022	BG0022083																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
(4)	AHRG	4512D	C	374	H	1	1.0	1.0	151683	B	7024	BF0022085																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
(5)	SUBSYSTEM TOTAL																					4	6.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

Figure 3-8: Monthly Production Report (MDR-2)

MDR - 3		JOB CONTROL NUMBER CONSOLIDATION REPORT																JAN 97									
ORG: AC3																											
Transaction Code	TR	Total Turn Around Time	A	R	S	P	DATE	W/C	ORG	Part Number/Serial Number/Technical Directives Compliance Identification	Manufacturers Code	Elapsed Maintenance Time	Man-hours	QTY/ IP	FID	MAL	W	D	T	A	Position	Work Unit Code	Bureau Number	Type Equipment Code	Type Maintenance	Job Control Number	
(1)	AC3008015	11					7008	X20	AC3			.0	.0	1		000		O	0				030	151633	AAEK	S	JCN
(2)	AC3010235	12					7010	X10	AC3			2.5	2.5	1		020		D	C				29313	151686	AAEK	B	
(3)										12468H	26512			1		020				R							
(4)	AC3010309	23					7010	X60	AC3			3.0	6.0	1		290		D	D				73632	151689	AAEK	B	
(5)	AC3010309	32					7012	X50	AC3			4.0	8.0	1		290		D	C				73632	151689	AAEK	B	
(6)										5A3	06481			1		450				R							
(7)										AAM025																	
(8)												9.5	16.5	4	*												
(9)												9.5	16.5	4	**												

Figure 3-9: Job Control Number Consolidation Report (MDR-3)

MDR-4-1		TECHNICAL DIRECTIVE COMPLIANCE REPORT																		FEB 97		
JCNORG: AC3																						
	Bureau Serial Number	Type Equipment Code	INT.....	Directive Code	Directive Number	Revision	Amendment	Part/Kit	WUC	SC	IPO	MHRSO	IPI	MHRSI	EMT	ML	DATE	ORG	WC	.....JCN.....	TR	
(1)	151688	AAEK	50	0047	0047			01 13300	C	1	6.0				3.0	1	7015	AC3	120	AC3	015 061	47
(2)	151688	AAEK	50	0047	0047			01 13162	A	*	1	2.0			2.0	1	7015	AC3	210	AC3	015 061	47
(3)												8.0			5.0							
(4)	151688	AAEK	54	0046	A	1	00 64485	C	*	1	13.0				6.0	1	7015	AC3	220	AC3	014 112	41
(5)												13.0			6.0							
(6)	151688	AAEK	54	0046	A	2	01 64485	D	*	1	.5				.5	1	7015	AC3	220	AC3	014 113	41
(7)											1	.5			.5							
(8)										**	3	21.5			11.5							
(9)	151689	AAEK	50	0047	0047			01 13000	C	1	8.0				4.0	1	7025	AC3	120	AC3	015 060	47
(10)	151689	AAEK	50	0047	0047			01 13162	A	*	1	3.0			3.0	1	7025	AC3	210	AC3	015 060	47
(11)											1	11.0			7.0							
(12)	151689	AAEK	54	0046	A	1	00 64485	D	*	1	.5				.5	1	7025	AC3	220	AC3	014 111	41
(13)											1	.5			.5							
(14)	151689	AAEK	54	0046	A	2	01 64485	C	*	1	5.0				5.0		7025	AC3	220	AC3	014 110	41
(15)											1	5.0			5.0							
(16)										**	3	16.5			12.5							
(17)	151690	AAEK	66	0135				01 96A10	C	*			1	2.5	2.5	2	7025	A98	820	AC3	016 006	47
(18)									*				1	2.5	2.5							
(19)									**				1	2.5	2.5							
(20)									***		6	38.0	1	2.5	26.5							

Figure 3-10: Technical Directive Compliance Report (MDR-4-1)

MDR-4-2		INTERMEDIATE TECHNICAL DIRECTIVE COMPLIANCE REPORT																	JAN 97										
ORG: P9Z																													
		Technical Identification		Type Equipment Code		Status Code		Job Control Number		Man-hours		Elapsed Maintenance Time		Maintenance Level		Serial Number		Old Part Number		New Part Number		Work Unit Code		Organization		Work Center		Date	
I	CD	TDC IDENT				S	JCN	MHRS	EMT	M	SERIAL	OLD PART NUMBER		NEW PART NUMBER		WUC	ORG	WC	DATE										
	BAS	R	A	PT	KT	TEC	IP	C				L																	
(1)	50	0125			00	ASBA	1	C	PL1009121	2.5	2.5	2	2720	14762-A-3A	14762-A-3B	61X1200	P9Z	610	7009										
(2)	50	0125			00	ASBA	1	C	PL1009122	1.7	.8	2	175740	14762-A-3A	14762-A-3B	61X1200	P9Z	610	7009										
(3)	50	0125			00	ASBA	1	C	PL1009136	1.7	1.7	2	16	14762-A-3A	14762-A-3B	61X1200	P9Z	610	7009										
(4)	50	0125			00	ASBA	1	C	PL1009157	.2	.2	2	755	14762-A-3A	14762-A-3B	61X1200	P9Z	610	7009										
(5)	TDC BASIC				*	4			6.1	5.2	AVG MHRS PER TDC = 1.5																		
(6)	50	0147	A		00	AHZA	1	C	PL2007210	.5	.5	2	166	07-155625100	07-155625100A	6771500	P9Z	610	7008										
(7)	50	0147	A		00	AHZA	1	C	PL2007212	.3	.3	2	1554	07-155625100	07-155625100A	6771500	P9Z	610	7008										
(8)	TDC BASIC				*	2			.8	.8	AVG MHRS PER TDC = .4																		
(9)	TDC CODE				**	6			6.9	6.0																			
(10)	TEC				***	6			6.9	6.0																			
(11)	ORG				****	6			6.9	6.0																			

**Figure 3-11: Intermediate Technical Directive Compliance Report (MDR-4-2)**



MDR-5		MAINTENANCE ACTION BY BUREAU/SERIAL NUMBER REPORT																				JAN 97	
JCNORG: ATI																							
Type Equipment Code	Bureau/Serial Number	Type Maintenance	Work Unit Code	CAGE Code	Position	When Discovered	Action Taken	Malfunction	Fault Isolation Detection	Organization	Work Center	Items Processed Organizational	Man-hours Organizational	Elapsed Maintenance Time Organizational	Items Processed Intermediate	Man-hours Intermediate	Elapsed Maintenance Time Intermediate	Job Control Number	DATE	PART/TDC	Transaction Code		
TEC	BUNO	TM	WUC	MFGR	POS	WD	AT	MAL	FID	ORG	WC	IPO	MHRSO	EMTO	IPI	MHRSI	EMTI	JCN			TR		
(1) APBD 161011 B	4214100					D	A	799	ATI	X20	1	3.5	3.5					ATI008127	7008		11		
(2) APBD 161011 B	4214120		96906			A	C	127	A9C	X20				1		4.0	2.0	ATI009131	7010	MS34721-14	31		
(3) APBD 161011 B	4214120		96906			R	R	615	ATI	X20	1	7.4	3.7			4.0	2.0	ATI009131	7009	MS34721-14	23		
(4) SUBSYSTEM TOTAL											2	10.9	7.2	1		4.0	2.0						
(5) APBD 161011 B	42153					D	A	799	ATI	X20	1	5.2	2.6					ATI023110	7023		11		
(6) APBD 161011 B	42153					D	C	615	ATI	X20	1	2.5	2.5					ATI027142	7028		12		
(7) SUBSYSTEM TOTAL											2	7.7	5.1										
(8) APBD 161011 B	42172		47315			A	C	615	A9C	X20				1		12.2	5.0	ATI015123	7017		31		
(9) APBD 161011 B	4217K					D	C	127	ATI	X10	1	1.0	1.0					ATI016124	7016		11		
(10) APBD 161011 B	42172		47315			R	R	615	ATI	X20	1	3.0	1.5			12.2	5.0	ATI015123	7015		23		
(11) SUBSYSTEM TOTAL											2	4.0	2.5	1									
(12) TEC TOTAL											6	22.6	14.8	2		16.2	7.0						
(13) BUNO TOTAL											6	22.6	14.8	2		16.2	7.0						
(14) WD TOTAL	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	S	T	U	V		
(15)	2			4																			
(16) TEC TOTAL											6	22.6	14.8	2		16.2	7.0						
(17) ORG TOTAL											6	22.6	14.8	2		16.2	7.0						
(18) NO DEFECTS TOTAL											33.3												

Figure 3-12: Maintenance Action by Bureau/Serial Number Report (MDR-5)

MDR-6		MAINTENANCE ACTION BY SYSTEM AND COMPONENT REPORT																										JAN 97									
ORG: ATI1																																					
Work Unit Code		Position		Type Equipment Code		Bureau/Serial Number		Action Taken		Malfunction		Fault Isolation Detection		When Discovered		Type Maintenance		Items Processed		Man-hours		Elapsed Maintenance Time		Job Control Number		Completion Date		CAGE Code		Part Number/Technical Directive Compliance Code		Work Center		Transaction Code			
WUC	POS	TEC	BUNO	AT	MAL	FID	WD	TM	IP	MHRS	EMT	JCN	DATE	MFGR	PART/TDC	WC	TR																				
(1) 4231100		APBD	161011	A	799	D	D	B	1	1.3	1.3	ATT004121	7004			X20	11																				
(2) 4231100		APBD	161012	C	127	D	D	B	1	1.0	.5	ATT010276	7011			X20	11																				
(3) 4231100		APBD	161013	R	374	B	B	B	1	4.4	2.2	ATT023317	7024	96906	MS24213-Q42	X20	23																				
COMPONENT TOTAL									3	6.7	4.0																										
(5) 4231210		APBD	161005	A	127	D	D		1	4.8	2.4	ATT007537	7008			X20	11																				
(6) 4231210		APBD	161010	C	070	J	B	B	1	3.6	1.2	ATT027426	7027			X20	11																				
COMPONENT TOTAL							D		2	8.4	3.6																										
(8) SUBSYSTEM TOTAL									5	15.1	7.6	MH/IP - 3.0																									
(9) AT TOTAL	A	B	C	D	F	J	K	L	N	P	Q	R	S	T	Y	Z	0																				
(10)	2	2							1																												
(11) 42810		APBD	161007	C	615	M			1	6.6	3.3	ATT018A08	7018			X20	11																				
COMPONENT TOTAL							G		1	6.6	3.3																										
(13) SUBSYSTEM TOTAL									1	6.6	3.3	MH/IP - 6.6																									
(14) AT TOTAL	A	B	C	D	F	J	K	L	N	P	Q	R	S	T	Y	Z	0																				
(15)	1	1																																			
(16) TEC TOTAL									6	21.7	10.9																										
(17) WD TOTAL	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y													
(18)	1	1	3						1			1																									

Figure 3-13: Maintenance Action by System and Component Report (MDR-6)

COMPONENT REPAIR/BEYOND CAPABILITY OF MAINTENANCE REPORT																											JAN 97	
ORG: A9F																												
Action Organization	Job Control Number	Work Center	Work Unit Code	Position	Type Equipment Code	CAGE Code	Part Number	Total Items Not Repaired												Total Items Repaired				Other Codes	Total Items Processed	Total Man-hours	Total EMT	
ORG	JCNORG	WC	WUC	POS	TEC	MIGR	PART	1	2	3	4	5	6	7	8	9	BCM	A	B	C	J	K	Z	RPR	OTH	TOT	MH	EMT
(1) A9F	AT1	431	3251366		APBD	94585	TF3400-4												1				1		1	2	2	1
(2)			WUC/TEC/JCNORG TOTAL																1				1		1	2	2	1
(3) A9F	AT1	431	325136C		APBD	54112	390897-2	1									1									1	4	2
(4)			WUC/TEC/JCNORG TOTAL					1									1									1	4	2
(5) A9F	AT5	431	3251200		APBC	54331	4418-31												1				1		1	1	1	1
(6) A9F	AT5	431	3251200		APBC	54331	4418-32												3				3		3	5	4	
(7) A9F	AT5	431	3251200		APBC	54331	4418-33A												1				1		1	1	1	1
(8)			WUC/TEC/JCNORG TOTAL																5				5		5	7	6	
(9) A9F	AT5	431	3251200		APBD	54331	4418-33A										1	2	1				2		3	5	14	10
(10)			WUC/TEC/JCNORG TOTAL					1									1	2	1				2		3	5	14	10
(11)								1									3	1					8		9	12	27	19
(12)																												
(12)								1									3	1					8		9	12	27	19
(13)																												
(13)								1									3	1					8		9	12	27	19

**Figure 3-14: Component Repair/Beyond Capability of Maintenance Report (MDR-7)**

MDR-8		FAILED PARTS/PARTS REQUIRED REPORT														JAN 97																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
ORG: A9D																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

Figure 3-15: Failed Parts/Parts Required Report (MDR-8)

MDR-9										REPAIR CYCLE DATA REPORT										JAN 97
ORG: A9D WORK CENTER: 610																				
Part Number	Type Equipment Code		Component Serial Number		Job Control Number		Work Unit Code		Malfunction Code		Items Processed		Action Taken		Transaction Code		Elapsed Maintenance Time		Man-hours	
	PART	TEC	SER	JCN			WUC		MAL	IP	AT	TR	EMT	MHRS	PRO	SCH	REP	AWP	WORK	IMA
1267	AAEK	1063	AC3003022		7236400	127	1	C	31	8.4	16.8	3	1	1	1	1	1	1	1	4
1267	AAEK	2276A	AC3003214		7236400	255	1	C	32	4.4	13.2	1	1	1	1	1	1	2	2	3
1267	AAEK	4322	AC3004110		7236400	962	1	C	32	1.8	5.4	1	1	1	1	1	1	1	2	2
TEC TOTAL																				
TEC AVERAGE																				
1267	AAEF	78	AC3003021		7236400	806	1	A	31	1.1	2.2	1	1	1	1	1	1	1	1	7007
1267	AAEF	965A	AC300421		7236400	127	1	C	32	1.7	5.1	1	1	1	1	1	1	1	1	7012
TEC TOTAL																				
TEC AVERAGE																				
PART NUMBER TOTAL																				
PART NUMBER AVERAGE																				
WORK CENTER TOTAL																				
WORK CENTER AVERAGE																				
ORG TOTAL																				
ORG AVERAGE																				
TOTAL TIME IN DAYS																				
0-3																				
RFI BCM																				
1265 616																				
4-10																				
RFI BCM																				
317 140																				
11-20																				
RFI BCM																				
230 83																				
21-30																				
RFI BCM																				
61 51																				
31-60																				
RFI BCM																				
108 58																				
61-90																				
RFI BCM																				
48 23																				
91-120																				
RFI BCM																				
15 8																				
121-150																				
RFI BCM																				
13 1																				
OVER 150																				
RFI BCM																				
18 9																				
3064																				
734.5																				
11466.4																				
3370																				
1.1																				
2451																				
4289																				
7660																				
11949																				
14400																				
17770																				
4.7																				
5.8																				

Figure 3-16: Repair Cycle Data Report (MDR-9)

FOREIGN OBJECT DAMAGE REPORT													JAN 97					
MDR-10																		
ORG: AC3																		
Work Unit Code	Position	Type Equipment Code	Bureau/Serial Number	When Discovered	Type Maintenance	Action Taken	Malfunction	Fault Isolation Detection	Items Processed	Man-hours	CAGE Code	Part Number	Reference Symbol	Job Control Number	Action Organization	Work Center	Completion Date	Transaction Code
WUC	POS	TEC	BUNO	WD	TM	AT	MAL	FID	IP	MHRS	MEGR	PART NUMBER	REFSYM	JCN	ORG	WC	DATE	TR
(1) 11421		AAEK	151687	E	B	R	301		1	4.5	26512	128H100555		AC3022622	AC3	120	7022	23
(2) 11421		AAEK	151687	E	B	C	301		1	12.0	26512	128H100555		AC3022622	A9D	540	7023	32
(3)					R	R	301				26512	128H41	215					
(4) 14814		AAEK	151688	E	B	C	301		1	2.5				AC3022629	AC3	120	7022	11
(5) 23500		AAEK	151689	J	B	C	301		1	5.0				AC3024024	AC3	110	7024	12
(6)						0	000				JHHA1	673498						
(7) 23500		AAEK	151689	C	B	R	301		1	16.0	JHHA1			AC3025123	AC3	110	7026	23
(8) 23500		AAEK	151689	C	B	C	301		1	122.0	JHHA1			AC3025123	A9D	410	7026	32
(9)						R	301				73481	135HA10						
(10) 2358100		AAEK	151690	J	B	R	301		1	2.0	77224	184A150		AC3025127	AC3	110	7026	25
(11)							000				JHHA1	673473 E0258						
(12) 2358100		AAEK	151690	J	B	C	301		1	10.0	77224	184A150		AC3025127	A9D	410	7026	32
(13)					R	R	301				77224	184A150-1						
(14)								*	8	174.0								
(15)								**	8	174.0								

Figure 3-17: Foreign Object Damage Report (MDR-10)

MDR-11		CORROSION CONTROL/TREATMENT REPORT																		MAY 97										
ORG: AC3																														
Transaction Code	TR	Job Control Number	JCN	Work Center	WC	Action Organization	ORG	Part Number	PART NUMBER	CAGE Code	MFGR	Completion Date	DATE	Maintenance Level	ML	Elapsed Maintenance Time	EMT	Man-hours	MHRS	IP	FID	Malfunction	Action Taken	Type Maintenance	When Discovered	Bureau/Serial Number	TEC	Position	WUC	
(1)	11	AC3122636		X2A	AC3							7122		1		4.0	4.0	4.0	2				170	Z	B	F	151692	AAEK	1111C	
(2)	11	AC3122011		X2A	AC3							7122		1		1.0	1.0	1.0	1				170	Z	D	J	151692	AAEK	1111C	
(3)	11	AC3122A30		X2C	AC3							7122		1		1.0	1.0	1.0	1				170	Z	G	M	151692	AAEK	1111C	
(4)																6.0	6.0	6.0	4	*										
(5)	11	AC3122012		X20	AC3							7122		1		3.5	3.5	3.5	1				170	Z	D	J	151692	AAEK	11930	
(6)																3.5	3.5	3.5	1	*										
(7)	11	AC3122637		X10	AC3							7122		1		2.0	2.0	2.0	1				170	Z	B	F	151692	AAEK	11221	
(8)	11	AC3122009		X10	AC3							7122		1		.9	.9	1.5	1				170	Z	B	R	151692	AAEK	11221	
(9)																2.9	2.9	3.5	2	*										
(10)	11	AC312265		X10	AC3							7122		1		1.5	1.5	3.0	1				170	Z	D	J	151692	AAEK	2951C	
(11)	11	AC3122061		X10	AC3									1		3.0	3.0	3.0	1				170	Z	D	J	151692	AAEK	2951C	
(12)																4.5	4.5	6.0	2	*										
(13)																16.9	16.9	19.0	9	**										
(14)																16.9	16.9	19.0	9	***										

Figure 3-18: Corrosion Control/Treatment Report (MDR-11)

MDR-12		NO DEFECT REPORT																JAN 97		
ORG: AC3																				
	Work Unit Code	Position	Type Equipment Code	Bureau/Serial Number	When Discovered	Type Maintenance	Action Taken	Malfunction	Fault Isolation Detection	Items Processed	Man-hours	Elapsed Maintenance Time	Maintenance Level	Completion Date	CAGE Code	Part Number	Serial Number	Work Center	Job Control Number	Transaction Code
(1)	11910		AAEK	151687	E	B	A	799		1	1.5	1.5	1	7022				X20	AC3022431	11
(2)	11A10		AAEK	151687	E	B	A	799		1	.5	.5	1	7022				X20	AC3022435	11
(3)	11A21		AAEK	151685	J	D	A	799		1	1.0	1.0	1	7022				X20	AC3022102	11
(4)									*	3	3.0	3.0								
(5)	29310		AAEK	151689	J	D	A	799		1	1.0	1.0	1	7022				X10	AC3022112	11
(6)	29620		AAEK	151687	B	B	A	799		1	.5	.5	1	7022				X10	AC3022361	11
(7)									*	2	1.5	1.5								
(8)									**	5	4.5	4.5								
(9)	1122110		AAEK	151686	O	B	S	800		1	3.0	1.5	1	7022				X30	AC3022023	11
(10)									*	1	3.0	1.5								
(11)									**	1	3.0	1.5								
(12)	12110		AAEK	151698	O	B	S	804		1	3.5	1.5	1	7022				X30	AC3022315	11
(13)									*	1	3.5	1.5								
(14)									**	1	3.5	1.5								
(15)	51114		AAEK	151686	O	B	T	814		1	1.0	1.0	1	7022	06275	A2165	193742	X20	AC3022019	11
(16)	51114		AAEK	151686	O	B	T	814		1	1.0	1.0	1	7022	82430	18744	BAH1990	X20	AC3022020	11
(17)									*	2	2.0	2.0								
(18)									**	2	2.0	2.0								
(19)									***	9	13.0	9.5								

Figure 3-19: No Defect Report (MDR-12)



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SCIR - 3		MONTHLY EQUIPMENT DISCREPANCY AND UTILIZATION REPORT																	MAY 97	
ORG: AD7	PUC: 008077	... TOTAL ... SHPOP ... TOTAL																		
BUNO	TEC	SCH	NMC UNS	SUP	MNT	PMC SUP	MNT	FMC SUP	EIS	EOS	INV IND	MTR /UB	EQUIP UTL	FLT HRS	NR FLTS	FLT HRS	NR FLTS	SCIR HRS		
	Type Equipment Code	Not Mission Capable Scheduled	Not Mission Capable Unscheduled	Not Mission Capable Supply	Partial Mission Capable Maintenance	Partial Mission Capable Supply	Full Mission Capable Maintenance	Full Mission Capable Supply	Equipment IN Service Hours	Equipment OUT Service Hours	Inventory Indication	Meter or Utilization Base	Equipment Utilization	Total Flight Hours	Total Number Flights	Ship Operation Flight Hours	Ship Operation Number Flights	Total SCIR Hours		
(1)	164211	AMAF	117	174	9	18			744		A			6	4			1407		
(2)	164233	AMAF	37	93	33	81	18		744		A			35	15	22	9	682		
(3)	164242	AMAF		168	397	27	148		744		A			12	5	5	2	2877		
(4)	164243	AMAF	2	632	10				744		A			8	4			1747		
(5)	164244	AMAF	26	45	5	144	294		744		A			63	21	39	14	805		
(6)	165002	AMAF	2	142	2	21			744		A			29	11	10	4	245		
(7)	165110	AMAF	28	92		209	41	295	744		A							1055		
	*	212	1346	447	491	519	295		5208					153	60	76	29	8818		
(8)	**	212	1346	447	491	519	295		5208					153	60	76	29	8818		

Figure 3-21: Monthly Equipment Discrepancy and Utilization Report (SCIR-3)

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SCIR - 5 - 1													MONTHLY EQUIPMENT MISSION CAPABILITY SUMMARY REPORT													MAY 97	
ORG: AD7																										DATE: 05/31/97	
TEC: AMAF																										PAGE: 01	
NOTE: DECIMAL ASSUMED																											
Equipment Operational Code																											
Work Unit Code																											
Total SCIR Hours																											
Full Mission Capable Hours Maintenance																											
Full Mission Capable Hours Supply																											
Partial Mission Capable Hours Maintenance																											
Partial Mission Capable Hours Supply																											
Not Mission Capable Hours Scheduled																											
Not Mission Capable Hours Unscheduled																											
Not Mission Capable Hours Supply																											
AWM Hours by Reason Code																											
Total AWM Hours																											
TOTAL																											
(1)	B51	51141	5	5	1361	154	1421	322	315	72	83	4	4	4	4	4	4	4	4	4	4						
(2)	B57	573M300	1371	10	18	10	498	8		3	83										84						
(3)	B72	72382	43	25	1379	164	1919	20			83										84						
(4)	* TOTAL		1419	40	97.2	7.9	92.1	.0	.0	.0	98.8	.0	.0	.0	.0	.0	.0	.0	.0	.0	100.0						
(5)	PERCENT		100.0	2.8																							
(6)	J44	44112	1575			154	1421	322	315	72	83										84						
(7)	L73	73662	508			10	498	8			83										84						
(8)	* TOTAL		2083			164	1919	20			83										84						
(9)	PERCENT		100.0	.0		7.9	92.1	.0	.0	.0	98.8	.0	.0	.0	.0	.0	.0	.0	.0	.0	100.0						
(10)	Z23	23500	637																		312						
(11)	Z42	42A6B00	8																		3						
(12)	Z42	42A6500	20																		20						
(13)	Z45	45211	40																		20						
(14)	Z51	51143	320																		240						
(15)	Z51	51430	40																		20						
(16)	* TOTAL		1065																		595						
(17)	PERCENT		100.0	.0		.0	.0	70.4	29.6	12.6	25.2	6.7	.0	15.1	40.4	.0	.0	.0	.0	.0	100.0						
(18)	** TOTAL		4567	40	1379	164	1919	750	315	75	233	44	.0	90	240	.0	.0	.0	.0	.0	683						
(19)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.0	.0	.0	100.0						
(20)	*** TOTAL		4567	40	1379	164	1919	750	315	75	233	44	.0	90	240	.0	.0	.0	.0	.0	683						
(21)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.0	.0	.0	100.0						

Figure 3-23: Monthly Equipment Mission Capability Summary Report (SCIR-5-1)

SCIR - 5 - 2		MONTHLY EQUIPMENT MISSION CAPABILITY BUREAU/SERIAL SUMMARY REPORT																	MAY 97	
ORG: AD7		BUREAU/SERIAL NUMBER: 164211																	DATE: 05/31/97	
TEC: AMAF		NOTE: DECIMAL ASSUMED																	PAGE: 01	
Equipment Operational Code	Work Unit Code	TOTAL SCIR Hours	Full Mission Capable Hours Maintenance										Partial Mission Capable Hours Maintenance							Total AWM Hours
			Full Mission Capable Hours Supply		Partial Mission Capable Hours Supply		Not Mission Capable Hours Scheduled		Not Mission Capable Hours Unscheduled		Not Mission Capable Hours Supply		AWM Hours by Reason Code							
EOC	WUC	TOTAL SCIR HOURS	FMC MNT	HRS SUP	PMC MNT	HRS SUP	SCH	UNS	SUP	1	2	3	4	5	6	7	8	0	TOTAL	
(1) B51	51141	5	5																4	
(2) B57	573M300	1371	10	1361															4	
(3) B72	72382	43	25	18															4	
(4) *TOTAL		1419	40	1379															4	
(5) PERCENT		100.0	2.8	97.2															100.0	
(6) J44	44112	1575																	84	
(7) L73	73662	508																	84	
(8) *TOTAL		2083																	84	
(9) PERCENT		100.0	.0																100.0	
(10) Z23	23500	637																	312	
(11) Z42	42A6B00	8																	3	
(12) Z42	42A6500	20																	20	
(13) Z45	45211	40																	20	
(14) Z51	51143	320																	240	
(15) Z51	51430	40																	20	
(16) *TOTAL		1065																	595	
(17) PERCENT		100.0	.0	.0															100.0	
(18) **TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683	
(19) PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0	
(20) ***TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683	
(21) PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0	
(22) ****TOTAL		4567	40	1379	164	1919		750	316	75	233	44	.0	90	240			1	683	
(23) PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0	

Figure 3-24: Monthly Equipment Mission Capability Bureau/Serial Summary Report (SCIR-5-2)

SCIR - 5 - 3		MONTHLY MISSION AND MAINTENANCE DATA DETAIL BY BUREAU/SERIAL REPORT																MAY 97		
ORG: AD7		BUREAU/SERIAL NUMBER: 164211																DATE: 05/31/97		
TEC: AMAF		NOTE: DECIMAL ASSUMED FOR MISSION CAPABILITY DATA, MAINTENANCE DATA NOT EDITED																PAGE: 01		
Equipment Operational Code	Work Unit Code	Total SCIR Hours	Full Mission Capable Hours Maintenance	Full Mission Capable Hours Supply	Partial Mission Capable Hours Maintenance	Partial Mission Capable Hours Supply	Not Mission Capable Hours Scheduled	Not Mission Capable Hours Unscheduled	Not Mission Capable Hours Supply	Job Control Number	Work Center	Transaction Code	When Discovered	MAINTENANCE DATA				Man-hours	Elapsed Maintenance Time	Document Number
														Type Maintenance	Action Taken	Items Processed	MHRS			
EOC	WUC	TOTAL SCIR HOURS	FMC MNT	MISSION HRS SUP	PMC MNT	HRS SUP	SCH UNS	NMC HRS SUP	JCN	WC	TR	D	D	T	A	MAL	IP	MHRS	EMT	DOCNUM
(1) B51	51141	5	5						AD7 123	869	210	11	D	B	C	127	01	1.0	.5	DTM0562
(2) B57	573M300	1371	10	1361					AD7 128	196	220	23	D	B	R	374	01	1.5	1.0	DTM2113
(3) B72	72382	43	25	18					AD7 129	243	220	23	D	B	R	374	01	2.1	2.1	DYM0894
(4) *TOTAL		1419	40	1379																
(5) PERCENT		100.0	2.8	97.2																
(6) J44	44112	1318			16	1302		.0	AD7 133	905	230	18	O	B	T	814	01	3.2	1.6	BVY0418
(7) J44	44112	16			13	3			AD7 137	035	230	23	Y	B	R	169	01	2.6	1.3	DGK8584
(8) J44	44112	241			125	116			AD7 136	947	230	23	H	B	R	169	01	8.2	4.1	DGK8711
(9) L73	73662	508			10	498			AD7 150	044	220	23	J	D	R	374	01	1.2	1.0	BLM6842
(10) *TOTAL		2083	.0	.0	164	1919														
(11) PERCENT		100.0			7.9	92.1		.0												
(12) Z23	23500	637						.0	AD7 141	999	12B	11	O	B	S	800	01	2.0	1.0	BVY0405
(13) Z42	42A6B00	8						8	AD7 147	081	220	11	D	B	C	450	01	.5	.5	DTM0820
(14) Z42	42A6500	20						20	AD7 147	082	110	11	D	B	C	127	01	6.0	2.0	DTM0821
(15) Z45	45211	40						40	AD7 143	868	220	11	D	B	B	160	01	2.0	1.0	DTM1180
(16) Z51	51143	30						30	AD7 149	214	110	12	H	B	A	799	01	6.0	3.0	DTM0881
(17) Z51	51143	290						290	AD7 143	900	110	12	D	B	C	127	01	10.0	5.0	DTM0964
(18) Z51	51430	40						40	AD7 143	867	110	11	D	B	C	334	01	4.0	2.0	DYM1181
(19) *TOTAL		1065						750												
(20) PERCENT		100.0	.0	.0	.0	.0	.0	70.4												
(21) **TOTAL		4567	40	1379	164	1919		750												
(22) PERCENT		100.0	9	30.2	3.6	42.0	.0	16.4												
(23) ***TOTAL		4567	40	1379	164	1919		750												
(24) PERCENT		100.0	9	30.2	3.6	42.0	.0	16.4												
(25) ****TOTAL		4567	40	1379	164	1919		750												
(26) PERCENT		100.0	9	30.2	3.6	42.0	.0	16.4												

Figure 3-25: Monthly Mission and Maintenance Data Detail by Bureau/Serial Report (SCIR-5-3)

NAVFILRS		ORG: AN2 VS - 22		DOCUMENT NUMBER: 1937AWN		TOTAL 1 PAGE(S)		DAILY AUDIT REPORT		PART I - VALID DATA		10 OCT 97	
AIRCRAFT DATA													
P	EX	BUNO	TEC	ORG	MSN1	HRS1	MSN2	HRS2	MSN3	HRS3	CODE	TOT	TOT
G	CD	11	17	21	24	27	30	33	36	39	42	44	46
8	10	11	12	13	22	23	24	27	30	33	36	39	42
1	161111	ASBE	AN2	1A1	3.0							AC	1 3.0 1
AN2628302													
7B													
LOGISTICS DATA													
P	L	EX	INT	SPL	FLIGHT TIME	ACT	INST	NITE	TIME	TY	NR	TY	NR
G	N	CD	F	L	SSN	QUL	SVC	FPT	CPT	SCT	33	36	39
8	9	10	11	12	13	22	23	24	27	30	33	36	39
1	1	R	B	106523478	A	1	1.9	1.1	1.1	5	6	3	5
1	2	S	R	680713985	C	1	1.1	1.9	1.9	3	6	2	5
1	3	L	L	548361270	F	N					6	2	5
7C													
7C													
7C													
LOGISTICS DATA													
P	L	EX	TI	***TIME***	LEG	***DATE***	***ICAO***	CONFIRMED PAYLOAD	OPPORTUNE PAYLOAD	CONF	DATA	MAX	AWAY
G	G	CD	ZN	DEP	ARR	FH	E12	F12	DEP	ARR	DEP	SS	DIST
8	9	10	11	12	13	22	23	24	27	30	33	36	39
1	1	D	0800	1100	3.0	7283	7283	KNZC	KNZC	P			
7E													
7F													
7F													

NAVFILRS		ORG: AN2 VS - 22		DOCUMENT NUMBER: 1912AQC		TOTAL 1 PAGE(S)		DAILY AUDIT REPORT		PART II - INVALID DATA		10 OCT 97	
AIRCRAFT DATA													
P	EX	BUNO	TEC	ORG	MSN1	HRS1	MSN2	HRS2	MSN3	HRS3	CODE	TOT	TOT
G	CD	11	17	21	24	27	30	33	36	39	42	44	46
8	10	11	12	13	22	23	24	27	30	33	36	39	42
1	8	161111	ASBE	AN2	1B2	2.0						IC	1 2.0 1
AN2628093													
7B													
LOGISTICS DATA													
P	L	EX	INT	SPL	FLIGHT TIME	ACT	INST	NITE	TIME	TY	NR	TY	NR
G	N	CD	F	L	SSN	QUL	SVC	FPT	CPT	SCT	33	36	39
8	9	10	11	12	13	22	23	24	27	30	33	36	39
1	1	R	B	106523478	A	1	1.0	1.0	1.0	8	6	2	2
1	2	S	R	680713985	C	1	1.0	1.0	1.0	7	6	2	2
1	3	L	L	548361270	F	N					6	2	2
7C													
7C													
7C													
LOGISTICS DATA													
P	L	EX	TI	***TIME***	LEG	***DATE***	***ICAO***	CONFIRMED PAYLOAD	OPPORTUNE PAYLOAD	CONF	DATA	MAX	AWAY
G	G	CD	ZN	DEP	ARR	FH	E12	F12	DEP	ARR	DEP	SS	DIST
8	9	10	11	12	13	22	23	24	27	30	33	36	39
1	1	D	1200	1400	2.0	7280	7280	KNZC	KNZC	P			
7E													
7F													
7F													

Figure 3-26: NAVFLIRS Daily Audit Report (Part I and Part II)

NAVFLIRS		DAILY AUDIT REPORT				10 OCT 97	
ORG: AN2 VS-22		PART V - SUMMARY DATA					
BUNO	DOCUMENT NUMBER	DATE	TOTAL HOURS	**CURRENT MONTH** PART I	PART II	PRIOR MONTH PART II	
152370	1256OCD	6245				4.6	
152370	1256REF	6263				3.7	
152367	1234OBC	6277	2.3		2.3		
152368	1235NBD	6278	4.0	4.0			
152368	1245ABC	6279	1.3		1.3		
152373	1267ORO	6290	2.1	2.1			
TOTAL			9.7	6.1	3.6	8.3	
PERCENT			100.0	62.9	37.1		

Figure 3-27: NAVFLIRS Daily Audit Report (Part V)



NAVFLIRS - 00		INDIVIDUAL MASTER ROSTER												OCT 97	
ORG: AN2 VS-22															
****NAME****	FST INT	GRADE	****SSN****	SVC	HRS	NATOPS QUAL YYMM	MED EXAM YYMM	INST QUAL YYMM	WATER SURV YYMM	PHYSIOLOGY YYMM	ASC	SSC	SYLB	GAIN DATE	LOSS DATE
WEST	D	0 - 3	106523478	1	28.9	9705	9702	9705	9708	9702				6123	
HAWN	J	E - 8	812579036	N	22.0	9706	9703		9708	9703				6265	
JEPSEN	L	E - 9	548361270	N	24.3	9708	9707		9706	9707				7006	
MILES	P	E - 5	293847516	N	26.2	9708	9708		9707	9708				5360	6299
WAGGONER	R	O - 3	917385260	6	22.6	9612	9701		9703	9701				7132	
TOTAL AIRCREW ASSIGNED 005															

Figure 3-28: Individual Master Roster (NAVFLIRS-00)



NAVFLIRS - 2				MONTHLY AIRCRAFT MISSION REPORT				SEP 97			
ORG: AN2 VS - 22											
TYPE EQUIPMENT CODE	TOTAL MISSION REQUIREMENT	MISSION NAME	NUMBER of MISSIONS	TOTAL MISSION HOURS	AVERAGE MISSION HOURS	TYPE EQUIPMENT CODE	TOTAL MISSION REQUIREMENT	MISSION NAME	NUMBER of MISSIONS	TOTAL MISSION HOURS	AVERAGE MISSION HOURS
TEC	TMR	MISSION NAME	NR MSN	HRS	AVG	TEC	TMR	MISSION NAME	NR MSN	HRS	AVG
ASBE	1A1	TRNG SYL/EXC F/E/N	2	11.2	5.6						
	1A2	TRNG SYL/EXC INST	2	9.3	4.7						
	1A3	TRNG SYL/EXC FCLP/CAL	3	10.8	3.6						
	1B2	TRNG IUT INST	3	12.6	4.2						
	2K4	SUPT BOGEY FOR OTHER ACFT	5	17.1	3.4						
	2L3	SUPT EXPM/EVAL INST CHECK	3	5.9	2.0						
	2P3	SUPT SAR/WATER N-DOD	1	8.7	8.7						
	5Y1	CONT FLT ASW ROUT SEARCH	3	14.2	4.7						

Figure 3-30: Monthly Aircraft Mission Report (NAVFLIRS-2)

NAVFLIRS - 3		MONTHLY INDIVIDUAL FLIGHT ACTIVITY REPORT														JAN 97										
ORG: AN2 VS - 22		INT: B		SSN: 071582639		GRADE: O - 5		SVC: 1																		
NAME: GOTT																										
Bureau Number	Type Equipment Code	Date	TIME Departure	ICAO DEP	TIME Arrival	ICAO ARRV	EX CD	FLT TIMES FPT CPT SCT	INST ACT SIM	NITE TIME	1ST T N	2ND T N	3RD T N	4TH T N	1ST T N	2ND T N	3RD T N	4TH T N	Number of Catapult/JATO Launches	Away Code	Special Qualifications	Training Code 1	Training Code 2	Training Code 3		
161111	ASBE	6249	0800	KNZC	1110	KNZC		3.2	1.1		5	3	6	2		1	1									
161111	ASBE	6251	1000	KNZC	1230	KNZC		2.5	1.0	.5	6	2														
161111	ASBE	6259	1830	KNZC	2230	KNZC		2.5	1.0		1.5	F 1			3	3										
161111	ASBE	6263	2000	KNZC	2400	KNZC		3.1	.9		4.0	F 2			1	1										
161111	ASBE	6266	0900	KNZC	1115	KNZC		2.3	1.3		5	2	6	1												
161112	ASBE	6253	0830	KNZC	1200	NIKE		2.3	1.2		2	2	1	1	1											
161112	ASBE	6253	2145	KNZC	0145	KNZC		2.9	1.1		4.0	F 1														
161112	ASBE	6272	0730	NIKE	1310	KNZC		4.0	1.7		6	1														
								22.8	5.9		9.5															
								*	12.3																	
SS4623	VSBD	6273	0900	KNZC	1100	KNZC	T	2.0		2.0	6	1			1	4										
								2.0		2.0																
TOTAL AIRCRAFT TIME								22.8	5.9	12.6	3.8	9.5														
*****WEAPONS PROFICIENCY DATA*****																										
*****MISCELLANEOUS DATA*****																										
TYPE DELIVERY	RUNS	SCORE															TEC	HRS	INST	NIGHT						
AGM-65 HARPOON	1	K21	NIGHT VISION GOGGLES														1.0									
																	ASBE	318.8	19.5	87.3						
																	VSBD	10.5	10.5	4.8						
																	TOTAL	329.3	30.0	92.1						

Figure 3-31: Monthly Individual Flight Activity Report (NAVFLIRS-3)

NAVFLIRS - 4										MONTHLY AIRCRAFT LOGISTICS DATA REPORT										SEP 97	
ORG: AN2 VS-22																					
TEC: ASBE																					
Bureau Number	Airlift Mission Number	Leg Number	Exception Code	Leg Flight Hours	Distance	Number of Priority 1 Passengers	Confirmed Payload	Number of Priority 2 Passengers	Confirmed Payload	Number of Priority 3 Passengers	Confirmed Payload	Number of Priority 4 Passengers	Confirmed Payload	Number of Priority 5 Passengers	Confirmed Payload	Confirmed Payload Cargo Weight	OPPORTUNE PAYLOAD	OPPORTUNE PAYLOAD	OPPORTUNE PAYLOAD		
BUNO	AIRLIFT MSN NO	LEG NR	EX CD	LEG FH	DISTANCE	PRI 1 PAX NO	PRI 1 PAX NO	PRI 2 PAX NO	PRI 2 PAX NO	PRI 3 PAX NO	PRI 3 PAX NO	PRI 4 PAX NO	PRI 4 PAX NO	PRI 5 PAX NO	PRI 5 PAX NO	CARGO LBS	PAX NO	CARGO LBS	PAYLOAD CODE	MAX PAX	MAX CARGO
161112	AN2625302	1		3.5	1510											150			1		
	AN2625304	1		4.0	1570											110			2		
	*			7.5	3080											260					
	**			7.5	3080											260					
	***			7.5	3080											260					

Figure 3-32: Monthly Aircraft Logistics Data Report (NAVFLIRS-4)

REPAIRABLE MANAGEMENT DATA REPORT															FEB 97 THROUGH JUL 97						
MR - 1 - 1																					
SUPPLY ORGANIZATION: ASS																					
PART I - DETAIL LIST WUC																					
Work Unit Code	Cognizance Symbol	Material Control Code	Purpose Code	National Stock Number	Organization	Job Control Number	Type Equipment Code	Quantity	CAGE Code	Part Number	Action Taken	REPAIR CYCLE DATA...				COMP DATE	BCM				
											A	T	REM	SCH	AWP	REP	TAT				
WUC	COG	MCC	P	NSC	NSN	SMIC	ORG	DAY	SER	SUF	TEC	QTY	MFGR	PART NO.							
7143000	7R	H	W	6203	000215432	EX	B40	041	283		AHZA	1	80378	215221045	C	1	2	1	4	7045	
7143000	7R	H	W	6203	000215432	EX	B40	031	416		AHZA	1	82050	21514167	4	1	84		85	7116	1
7143000	7R	H	W	6203	000215432	EX	B40	051	A28		AHZA	1	80378	215221045	A	2			2	7053	
7143000	TOTAL											3		3	1	86	1	91		1	
7143000	MONTHLY AVERAGE											1		1	0	29	0	30	( 4)	0	
CONSTRAINED ALW 1 + ATTRITION ALW 1 = POOL ALW 2																					
<div> <div>MR - 1 - 1</div> <div>SUPPLY ORGANIZATION: ASS</div> <div>REPAIRABLE MANAGEMENT DATA REPORT</div> <div>PART II - WUC (MONTHLY AVERAGES)</div> <div>FEB 97 THROUGH JUL 97</div> </div>																					
WUC	QTY	CONSTRAINED ALW + ATTRITION ALW = POOL ALW										REPAIR CYCLE DATA.....									
2914310	1	2										REM	SCH	AWP	REP	TAT	BCM				
29146												1	2	20	5	28					
7143100	1	1										1		2	1	4					
***TOTAL NUMBER OF WUC = 3																					

Figure 3-33: Repairable Management Data Report (MR-1-1)

MR - 1 - 2															REPAIRABLE MANAGEMENT DATA REPORT															APR 97 THROUGH SEP 97														
SUPPLY ORGANIZATION: A88															PART I - DETAIL NIIN WUC																													
Work Unit Code	Cognizance Symbol	Material Control Code	Purpose Code	National Stock Number		Organization		Job Control Number		Type Equipment Code	Quantity	CAGE Code	Part Number	Action Taken	REPAIR CYCLE DATA.....										COMP	BCM																		
WUC	COG	MCC	P	NSC	NIIN	SMIC	ORG	DAY	SER	SUF	TEC	QTY	MFGR	PART NO.	A	T	REM	SCH	AWP	REP	TAT	DATE	DATE	BCM																				
726GH	2R	E	A	5895	000049588	EE	B40	160	123		AHZA	1	80249	121257-1	C	1	1	1	3	5	7165																							
726GH	2R	E	A	5895	000049588	EE	B40	176	456		AHZA	1	80058	KY744AP	4	2	1	1	10	1	14	7190		1																				
726GH	2R	E	A	5895	000049588		B40	269	789		AHZA	1	26512	123SCAV5073-1	B	1	1	1	3	2	6	7242																						
				000049588		TOTAL						3			4	3	13	6	25				1																					
				000049588		MONTHLY AVERAGE						1			1	1	4	2	8	( 7)			0																					
				000049588		CONSTRAINED ALW 1 + ATTRITION ALW 2 = POOL ALW 3																																						

MR - 1 - 2															REPAIRABLE MANAGEMENT DATA REPORT															APR 97 THROUGH SEP 97														
SUPPLY ORGANIZATION: A88															PART II - NIIN SUMMARY (MONTHLY AVERAGES)																													
NIIN	QTY	CONSTRAINED ALW + ATTRITION ALW = POOL ALW										REPAIR CYCLE DATA.....										REM	SCH	AWP	REP	TAT	BCM																	
000049588	1	2										1										3	1	1	2	3	7																	
006030471	6	5										2										7	1	1	6	3	11	13																
008823097	9	4										7										11	1	2	5	8	16	4																
***TOTAL NUMBER OF NIIN = 3																																												

Figure 3-34: Repairable Management Data Report (MR-1-2)

MDR - 2 - 1			EXPENSE ITEM MANAGEMENT DATA REPORT				FEB 97 THROUGH APR 97	
SUPPLY ORGANIZATION: A8S								
Cognizance Symbol	Material Control Code	Purpose	National Supply Classification	National Item Identification Number	Special Material Identification Code	Frequency	Quantity	
COG	MCC	PURP	NSC	NIIN	SMIC	FREQ	QTY	
IR	M	A	5895	002319280	FA	8	8	
IR	M	A	1280	003218892	FA	6	8	
IR	M	A	6605	003679201	FA	10	11	
IR	M	A	1650	004811849	BP	4	4	
IR	M	A	1680	005621267	BE	3	3	
IR	M	A	5985	007213142	FA	5	8	
** TOTAL NO. OF IR COG ITEMS FOR SUPORG = 6								
*** TOTAL NO. LINE ITEMS FOR SUPORG = 178								

Figure 3-35: Expense Item Management Data Report (MR-2-1)



MDR - 2 - 2			EXPENSE ITEM MANAGEMENT DATA REPORT				FEB 97 THROUGH APR 97	
SUPPLY ORGANIZATION: ASS								
MAINT ORGANIZATION: BYO								
Cognizance Symbol	Material Control Code	Purpose	National Supply Classification	National Item Identification Number	Special Material Identification Code	Frequency	Quantity	
COG	MCC	PURP	NSC	NIN	SMIC	FREQ	QTY	
IR	M	A	5895	002319280	FA	8	8	
IR	M	A	1280	003218892	FA	6	8	
IR	M	A	6605	003679201	FA	10	11	
IR	M	A	1650	004811849	BP	4	4	
IR	M	A	1680	005621267	BE	3	3	
IR	M	A	5985	007213142	FA	5	8	
** TOTAL NO. OF LINE ITEMS FOR JCNORG = 6								
MAINT ORGANIZATION: AJI								
9G	A		5960	005327999		3	3	
9G	A		5960	006284081		4	4	
9G	A		5865	007498032		2	3	
5P	A		5865	008497364		5	8	
** TOTAL NO. OF LINE ITEMS FOR JCNORG = 4								
*** TOTAL NO. OF LINE ITEMS FOR SUPORG = 48								

Figure 3-36: Expense Item Management Data Report (MR-2-2)

MR - 2 - 3

## EXPENSE ITEM MANAGEMENT DATA REPORT

FEB 97 THROUGH APR 97

SUPPLY ORGANIZATION: A8S

TYPE EQUIPMENT CODE: AHZA

Work Unit Code	Cognizance Symbol	Material Control Code	Purpose	National Stock Number	Unit of Issue	Quantity	Requisition Date	Requisition Serial	Job Control Number	CAGE Code
WUC	COG	MCC	P	NSN	U/I	QTY	REQN NO		JCN	MFGR
1325100	1R	Z	A	5330 00 050 9958 FA	EA	4	7078 D918		BZA 078 617 2B	36659
1325100	1R	Z	A		EA	4	7099 D315		BZ0 099 316	36659
NIIN SUBTOTAL = 8										
1325100	9Z		A	5310 00 319 5985	EA	8	7108 D153		BOA 101 215	13315
1325100	9Z		A	5315 00 415 6776	EA	1	7105 D617		BOA 105 617 1A	13315
1325100	9C		A	4720 00 515 5720	FT	100	7120 D715		BO3 119 555	67316
* TOTAL NO. OF LINE ITEMS FOR WUC = 5										
7143100	1R	M	A	5895 00 135 0321 KZ	EA	1	7075 D315		BYO 074 415 1A	83315
7143100	1R	M	A	5895 00 135 0416 KZ	EA	5	7078 D316		BYO 075 419	13735
7143100	9N		A	5961 00 315 4160	EA	8	7079 D615		BYO 078 417	03315
7143100	9Z		A	5305 00 617 5450	EA	10	7081 D716		BYO 081 415 1V	13735
* TOTAL NO. OF LINE ITEMS FOR WUC = 4										
** TOTAL NO. OF LINE ITEMS FOR TEC = 9										
*** TOTAL NO. OF LINE ITEMS FOR SUPORG = 95										

Figure 3-37: Expense Item Management Data Report (MR-2-3)

DAILY PRODUCTION REPORT - PART 1										PAGE 0032											
N2R24001																					
RUN DATE 01/21/97																					
DATE/TIME FROM : 970201/700																					
DATE/TIME TO : 970211/700																					
WC : 904																					
MCN	JCN	TRANS CODE	AT	MAL	WORK PRI	WUC	EQUIP STATUS	SYSTEM REASON													
W9HPGC3	W9H014009	23	R	029	2	44FMK00	D	NC8A													
W9HPHQ7	W9H018CX0	11	0	000	3	030000Q	U	JG75/104WK													
W9HPHQ7	W9H019001	23	R	029	2	44FMK00	D	NC8A/MOBELECT													
TOTAL COMPLETED MAFS BY PRIORITY																					
				1.	0																
				2.	2																
				3.	1																
				4.	0																
TOTAL																					
TR CD 30 ACTIONS	A	F	L	0	TOTAL																
DAILY TOTAL	0	0	0	0	WR																
TOTAL SINCE 97001	0	0	0	0	0																
TR CD 31/32 ACTS	A	B	C	J	K	Z	O	TOTAL	1	2	3	4	5	6	7	8	9	TOTAL	BCM	D	OTHER
DAILY TOTAL	0	0	0	0	0	0	0	REF	0	0	0	0	0	0	0	0	0	0	0	0	TR CD
TOTAL SINCE 97001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DAILY RPR%: 0.00% AVG AIMD TAT: 0												RPR% SINCE 97001: 0.00% AVG AIMD TAT SINCE 97001: 0									

Figure 3-38: Daily Production Report - Part 1

DAILY PRODUCTION REPORT - PART 2															PAGE 0002
N2R24002															
RUN DATE 01/24/97															
DATE/TIME FROM : 97023/1700															
DATE/TIME TO : 97024/1700															
WC : W9H															
W/C	ON HAND	TOTAL INIT	OFF AWP	ON AWP	RFI	RPT PD RFI	BCM	RPT PD BCM	OTHER COMP	DIFM	TOTAL OUTSTANDING	AWAITING MAINT	AWAITING PARTS	BACKLOG	
670	42	1	4	2	1	100.0%	0	0.0%	1	0	41	4	26	11	
69A	2	2	0	0	0	0.0%	1	100.0%	1	2	2	0	0	2	
69B	13	10	0	0	0	0.0%	0	0.0%	10	0	13	5	2	6	
710	36	4	3	2	1	100.0%	0	0.0%	1	0	38	0	10	28	
81A	21	2	1	0	1	100.0%	0	0.0%	9	0	13	2	5	6	
81B	44	38	1	0	0	0.0%	0	0.0%	16	3	66	16	1	49	
81C	13	8	0	0	0	0.0%	1	100.0%	9	1	11	5	5	1	
904	35	7	2	0	0	0.0%	0	0.0%	9	0	33	0	9	24	
905	39	14	2	0	0	0.0%	0	0.0%	3	0	50	10	15	25	
910	43	6	0	2	0	0.0%	0	0.0%	4	0	45	2	17	26	
920	232	42	6	0	0	0.0%	0	0.0%	27	0	247	56	32	159	
930	84	4	2	4	1	100.0%	0	0.0%	3	1	84	5	32	47	
X59	52	0	2	0	0	0.0%	0	0.0%	3	0	49	3	10	36	
REPORT PERIOD SUB-TOTALS															
1198	267	51	51	27	61.4%	17	38.6%	166	201	1255	207	424	624		
ACCUM TOTAL SINCE 97001															
2802	394	59.1%	273	40.9%	2108	424	624								

Figure 3-39: Daily Production Report - Part 2

WORK CENTER WORK LOAD REPORT																			PAGE 0028
N2R23900																			
RUN DATE 01/24/97																			

Figure 3-40: Work Center Work Load Report

N2R23800		EQUIPMENT DISCREPANCY REPORT												PAGE 0001	
RUN DATE 01/21/97															
		ORG CODE		:		W9H		SUPPORT EQUIPMENT & ENGINES							
		SELECTION		:											
		SORT OPTIONS		:		W/C TEC SERIAL NO.									
TEC	SERIAL NUMBER	MCN	WUC	WORK PRI	WC	ES	SYSTEM REASON	RCVD DATE	JS DATE	JS TIME	DDSN	DDSN STAT/ FSCM	NOMENCALTURE/ PART NUMBER	BC QTY/ ESD	
GGPA	000014	W9HLDZ6	34BB800	3	411	U	STAND HANDLE	96253	WP	96253	0930	6253FE51	266CANCL	HANDLE SUB ASSY A	2
												63005	6796987-203		00000
THNB	1TH2931	W9HNHC2	223DU00	1	411	U	-14 A14141	97019	WP	97019	1500	7007FE54	010PARTR	BOLT-MACHIN	40
												73342	6784006		00000

Figure 3-41: Equipment Discrepancy Report

N6R72600									
RUN DATE 01/25/97									
RUN TIME 11:16:22									
SOD EXREP STATUS REPORT									
PAGE 0008									
<div> <div>PROJECT CODES SELECTED</div> <div>PURPOSE CODES SELECTED</div> <div>SORT SEQUENCE SELECTED</div> </div> <div> <div>: ALL PROJECT CODES</div> <div>: ALL PURPOSE CODES</div> <div>: WC FGC WUC</div> </div>									
SOD	FGC	EXREP	JCN	COG-MCC-FSC-NIIN-SMIC	PIC	WUC	I	P	
DDSN	WC	IND	NOMENCLATURE	PART NO	ADV	MCN	O	U	
							OWE	R	
							ORG	P	
								L	
								JS	
								DATE	
								REQUISITION	
								PART	
								DDSN	
								LOCN	
								STATUS	
7013GQ24	AH6A	E	WRM013454	7R-H-1430-011479168-SF	AK0	742G100		W	AWM
640			TRANSMITTER	3525011-140		W9HPFX6		P	97014
AH6A			WN7342762	7R-H-1430-011479168-SF		742G100		A	AWM
640			TRANSMITTER	3525011-140		W9HPFM8		P	97013
AH6A			WA5334389	7R-H-1430-011479168-SF		742G100		W	AWM
640			TRANSMITTER	3525011-140		W9HNEX5		P	97005
									3688040-10
									6336FP03
									6335FP07
									SHOP
									357COMPL
									349COMPL
6348GDI5	FXXA	E	WA5347473	7R-H-1430-011506753-SF	AK0	742G400		W	AWM
640			POWER SUPPL	3525681-140		W9HNQ01		P	96351
FXXA			WA5344439	7R-H-1430-011506753-SF		742G400		W	AWM
640			POWER SUPPL	3525681-140		W9HNNH7		P	96347

Figure 3-42: SOD EXREP Status Report

SQD EXREP STATUS SUMMARY BY ORGANIZATION REPORT									
N6R72900									
RUN DATE 01/25/97									
RUN TIME 11:17:03									
PAGE 0001									
ORG	TOTAL EXREPS	AWP	WIP	AWS	AWM	RFI	BCM	IOU	
A21	10	2	0	0	1	1	0	0	
WAS	17	4	1	0	2	0	0	0	
WA6	8	1	0	1	0	0	0	0	
WA7	6	2	0	1	1	0	0	1	
WA8	4	0	1	1	0	0	0	0	
WAI	1	0	1	0	0	0	0	0	
WRM	1	0	0	0	1	0	0	0	
WZK	1	0	0	0	0	1	0	0	
TOTALS:	48	9	3	3	5	2	0	1	

Figure 3-43: SQD EXREP Status Summary By Organization Report



N6R72300		DIFM STATUS REPORT																		PAGE 0075				
RUN DATE 12/19/96																								
															INCLUDES		:	POOL CODES		:	ALL POOL CODES SELECTED			
																	:	JOB STATUS CODES		:	ALL JOB STATUS CODES SELECTED			
																	:	PURPOSE CODE		:	ALL PURPOSE CODES SELECTED			
															SORTED BY		:	WRK-CNTR FGC JCN		:				
															WORK CENTER		:	64A		:				
																	:			:				
FGC	NIIN	CD	POOL	MCN	JCN	MGMT	CD	WC	SERIAL	NR	P	JS	DATE	WUC	CD	ORG	PRP	OWED	FSCM	PART NO	NOMEN	CRNT/ORIG	DDSN	STATUS
J8H4	00164643	M	A9BVHAA0	Z9C3517391A	ER	64A	461		3	WP	96352	726DY30	W						81349	6283	ELECTRON TU	6302ER54		347BBS9E
									99971	7590423G1	AMPLIFIER S	6352ER51		352WP					81349	6283	ELECTRON TU	6352ER52		352BMPVZ
JFC8	004215836	A	A9BNZV7	AJ4194035	OW	64A	HA006		1	WQ	97215	726DU00	R	C9C					81833	101-123-11	PUMP UNIT, R	7194ER79		225BBN32
									08918	4160-2	VALVE, REG	7215ER5J												
JFC8	004215836	A	A9BSCY7	AJ4275182	SO	64A	EZ-11		3	WQ	96313	726DU00	W						99971	759153P1	PUMP UNIT, R	6275GL76		275COMP
									81833	207-245-1	SENSOR, TEMP	6312ER52		275COMP					81833	207-245-1	SENSOR, TEMP	6312ER52		275COMP
									08918	4160-2	VALVE, REG	6277ER50		277BBN32					08918	4160-2	VALVE, REG	6277ER50		277BBN32
JFC8	004215836	A	A9BNWD4	AJ5207090	SO	64A	HIV04		3	WQ	96344	726DU00	W						81833	101-123-11	PUMP UNIT, R	7207GN03		207COMP
									88044	AN929-6	CAP, TUBE	6344ER52		345COMP					88044	AN929-6	CAP, TUBE	6344ER52		345COMP
									77308	1235-60-906	PACKING, PRE	6344ER51		345COMP					77308	1235-60-906	PACKING, PRE	6344ER51		345COMP
									88044	AN815-12D	NIPPLE, TUB	6344ER54		345COMP					88044	AN815-12D	NIPPLE, TUB	6344ER54		345COMP

Figure 3-44: DIFM Status Report

ORG : KC7	NALCOMIS OMA		DATE : 16 JUL 2003
ORG Name : VAW-78	MAINT-1 REPORT		TIME : 0714
Assy Cd : AEBC	(CONSOLIDATED PERFORMANCE METRICS)		REQ BY : CIV A DBADMIN
TMS : E-2C	01 JUN 2003 0000 – 30 JUN 2003 2359		PAGE : 1 of 1

NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.

TOTAL EIS:	2880	PMCS%:	6.17	TOTAL W/D "Y":	15
AVG ASSIGNED ACFT:	4.00	PMCM%:	48.00	TOTAL ACFT DMMH:	1152.5
ASSIGNED MC%:	56.74	FLTHRS:	187.60	ACFT DMMH/FLTHR:	6.14
ASSIGNED FMC%:	2.57	FLTS:	60		
NMCD%:	0	AVG UTIL:	46.90	CORR PREV MHRS:	19.1
AVG ACFT:	4.00	AVG FLT DURATION:	3.13	CORR TREAT MHRS:	29.0
MC%:	56.74	TOTAL CANN I/P:	34	FLTHRS – SHIP:	0
FMC%:	2.57	TOTAL CANN MHRS:	38.7	FLTS – SHIP:	0
NMCS%:	7.22	CANNNS/100 FLTHRS:	18.12	BEFORE FLT ABORTS I/P:	5
NMCM%:	36.05	A-799 I/P:	28	IN-FLT ABORTS I/P:	1
		A-799 MHRS:	32.0		

Figure 3-45: Consolidated Performance Metrics (MAINT-1 Report) (Sample)

ORG	:	KC7	NALCOMIS OMA													DATE	:	16 JUL 2003
ORG Name	:	VAW-78	MAINT-2 REPORT													TIME	:	0716
PUC	:	001151	(AIRCRAFT READINESS DEGRADATION AND UTILIZATION SUMMARY)													REQ BY:	:	CIV A DBADMIN
			01 JUN 2003 0000 – 30 JUN 2003 2359													PAGE	:	1 of 1
NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.																		
Assy Cd	MODEX	BUNO	NMC Scheduled	NMC Unscheduled	NMC Supply	NMCD	PMC Maintenance	PMC Supply	FMC	EIS	EOS	Aircraft Status Code	Total Flight Hours	Total Number Flights	Ship Flight Hours	Operation Number Flights	Total SCIR Hours	
AEB	600	161229	14	346	45	0	291	24	0	720	0	A	31.5	9	0	0	8548	
	601	162619	44	159	137	0	253	127	0	720	0	A	46.9	16	0	0	3769	
	602	162802	14	108	17	0	504	3	74	720	0	A	78.3	25	0	0	1744	
	604	163028	115	239	9	0	334	23	0	720	0	A	30.9	10	0	0	7422	
* TOTALS			187	852	208	0	1382	177	74	2880	0		187.6	60	0	0	21483	
** TOTALS			187	852	208	0	1382	177	74	2880	0		187.6	60	0	0	21483	

Figure 3-46: Aircraft Readiness Degradation and Utilization Summary (MAINT-2 Report) (Sample)

ORG	:	WA6	NALCOMIS OMA														DATE	:	09 JUL 2003
ORG Name	:	VX-20	MAINT-3 REPORT														TIME	:	0937
Assy Cd	:	AEBC	(SUBSYSTEM CAPABILITY IMPACT REPORTING BY WUC/UNS)														REQ BY:	:	AZ1 R SMITH
TMS	:	E-2C	09 JUN 2003 0000 - 30 JUN 2003 2359														PAGE	:	4 of 4
NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.																			
EOC: WUC/UNS			Total	PMc	PMc	NMC	NMC	NMC	NMCD	M1	M2	M3	M4	M5	M6	M7	M8	Total	
			SCIR	Maint	Supply	Schd	Unschd	Supply	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	AVM	
			Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	
C 56251			528	528								528						528	
C 67X2D00			19	19								18						18	
D 6361700			528	528								528						528	
D 67X2D00			27	27								25						25	
E 726DL00			101	1	100							5						0	
E 726E400			109	9	100							528						528	
J 4191260			528	528								68						68	
L 631U0			71	70	1							11						11	
L 734H500			13	13															
* TOTALS			1924	1723	201	0	0	0	0	0	0	1711	0	0	0	0	0	1711	
				89.55%	10.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Z 030 Conditional Insp			10				10					2						2	
Z 030000A			392				392					383						383	
Z 030000B			52				52					48						48	
Z 030000E			340				340					326						326	
Z 03A0000			304				304					301						301	
Z 12220			5				5					4						4	
Z 13G1400			16				15	1				11						11	
Z 51E2100			17				14	3				7						7	
Z 63610			17				17					16						16	
Z 6361300			10				10					8						8	
Z 6361700			49				49					28						28	
* TOTALS			8076	0	0	1088	5808	1180	0	0	0	6652	0	0	0	0	0	6652	
				0.00%	0.00%	13.47%	71.92%	14.61%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
** TOTALS			10000	1723	201	1088	5808	1180	0	0	0	8363	0	0	0	0	0	8363	
				17.23%	2.01%	10.88%	58.08%	11.80%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
*** TOTALS			15186	5237	1711	1088	5958	1192	0	0	0	11968	0	0	0	0	0	11968	
				34.49%	11.27%	7.16%	39.23%	7.85%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		

Figure 3-47: Subsystem Capability and Impact Reporting by WUC/UNS (MAINT-3 Report) (Sample)

ORG	: KC7	NALCOMIS OMA															DATE	: 16 JUL 2003	
ORG Name	: VAW-78	MAINT-4 REPORT															TIME	: 0718	
Assy Cd	: AEB	(DETAIL MISSION AND MAINTENANCE DATA BY AIRCRAFT)															REQ BY:	CIV A DBADMIN	
TMS	: E-2C	01 JUN 2003 0000 - 30 JUN 2003 2359															PAGE	: 13 of 13	
BUNO	: 163028																		
NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.																			
EOC	WUC/UNS	Total SCIR Hours	PMC Maint Hours	PMC Supply Hours	NMC Sched Hours	NMC Unsched Hours	NMC Supply Hours	NMCD Hours	JCN	Work Center	TRANS CD	When DISCD	Type MAINT	Action Taken	MAL CD	Items Prs	MHRS	EMT	MCN
C	94192	44	37	7					KC7162181	210	23	B	B	R	374	1	2.3	2.3	0G4VFWN
C	94192	121	118	3					KC7164208	210	23	Y	B	R	374	1	1.5	1.5	0G4VEXT
D	728E0	720	720						KC7061496	210	12	H	B	B	160	1	22.6	22.6	0G4VFCZJ
E	65320	4	4						KC7167257	210	11	D	B	C	127	1	0.8	0.4	0G4VG0D
E	65Y2700	37	31	6					KC7157067	210	18	O	B	T	815	1	1.0	1.0	0G4VFS1
E	65Y2700	21	21						KC7159103	210	23	Y	B	R	374	1	1.2	1.2	0G4VFTF
E	726D0	36	7	29					KC7168288	210	12	H	B	B	160	1	3.8	3.8	0G4VCG11
L	734H500	3	3						KC7167254	220	11	D	B	C	160	1	1.2	1.2	0G4VGBD
L	734H600	34	34						KC7114485	220	11	O	B	S	800	0	2.0	2.0	0G4VEIS
L	734H600	28	27	1					KC7156036	220	18	O	B	T	815	1	0.5	0.5	0G4VFCG
* TOTALS		4607	4006	601	0	0	0	0											
		86.95% 13.05% 0.00% 0.00% 0.00% 0.00%																	
Z	030	0							KC7161127	210	11	O	S	O	000	1	0.4	0.4	0G4VFUB
Z	030	1							KC7163187	120	11	O	S	O	000	1	0.7	0.7	0G4VFWU
Z	030000A	8			8				KC7138307	120	11	O	D	O	000	0	0.6	0.6	0G4VF4F
Z	1111D00	138				102	36		KC7107341	120	12	H	B	B	381	1	3.5	3.5	0G4VFAZ
Z	12146	223				223			KC7128134	110	23	H	B	R	127	1	0.3	0.3	0G4VEV4
Z	14F2300	1				1			KC7161129	220	12	A	B	B	374	1	2.4	1.2	0G4VFUL
Z	22300	181				181			KC7133D01	110	23	M	G	R	190	1	78.3	62.8	0G4VFP10
Z	223D0	39				39			KC7148A02	110	11	M	G	C	127	1	2.8	2.8	0G4VF01
Z	223D1B0	72				72			KC7156023	110	23	H	B	R	314	1	20.2	16.7	0G4VFP1
Z	223D1J0	70				70			KC7155011	110	23	H	B	R	900	1	11.2	11.2	0G4VFP10
Z	223D330	43				43			KC7159102	110	12	H	B	B	127	1	12.9	12.9	0G4VFT1
Z	42518	27				27			KC7175452	220	12	H	B	B	070	1	0.4	0.4	0G4VFG8
Z	45E232A	24				24			KC7163199	120	12	H	B	B	381	1	2.5	2.5	0G4VFXL
Z	49110	19				19			KC7152553	220	11	H	B	C	105	1	0.7	0.7	0G4VFGM
Z	6418K00	54				51	3		KC7164207	210	18	O	B	T	815	1	0.1	0.1	0G4VFPYZ
Z	726G300	3				3			KC7170341	210	23	D	B	R	374	1	0.8	0.8	0G4VCG3K
* TOTALS		2815	0	0	1377	1369	69	0											
		0.00% 0.00% 48.92% 48.63% 2.45% 0.00%																	
** TOTALS		7422	4006	601	1377	1369	69	0											
		53.97% 8.10% 18.55% 18.45% 0.93% 0.00%																	
*** TOTALS		21506	12183	3947	2013	2875	488	0											
		56.65% 18.35% 9.36% 13.37% 2.27% 0.00%																	

Figure 3-48: Detailed Mission and Maintenance Data by Aircraft (MAINT-4 Report) (Sample)

ORG	:	KC7	NALCOMIS OMA										DATE	:	16 JUL 2003
ORG Name	:	VAM-78	(MAINT-5 REPORT										TIME	:	0721
			(MAINTENANCE MANHOURS)										REQ BY:	:	CIV A DBADMIN
			01 JUN 2003 0000 – 30 JUN 2003 2359										PAGE	:	1 of 1
NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.															
Assy Cd	BUNO	UNSC MAINT	PHASE/PDM/IMC LOOK	FIX	ACPD/XFER INSP	COND INSP	SPECIAL LOOK	INSP FIX	IDC	TOTAL MHRS	ACFT FLTHRS	DMNH/ FLTHRS			
AEBC	161229	206.9	0	0	0	6.4	52.9	28.4	3.6	298.2	31.5	9.5			
	162619	120.6	65.9	1.8	0	11.3	90.1	21.1	27.0	337.8	46.9	7.2			
	162802	127.1	0	0	0	1.3	34.3	7.6	1.0	171.3	78.3	2.2			
	163028	183.3	9.6	22.5	0	5.6	87.3	10.5	1.0	319.8	30.9	10.3			
* TOTALS	637.9	75.5	24.3		0	24.6	264.6	67.6	32.6	1127.1	187.6	6			
** TOTALS	637.9	75.5	24.3		0	24.6	264.6	67.6	32.6	1127.1	187.6	6			

Figure 3-49: Maintenance Manhour (MAINT-5 Report) (Sample)

ORG	:	KC7	NALCOMIS OMA										DATE	:	16 JUL 2003					
ORG Name	:	VAM-78	MAINT-6 REPORT										TIME	:	0722					
			(DETAILED DATA EXTRACT)										REQ BY:	CIV A DBADMIN						
			01 JUN 2003 0000 - 30 JUN 2003 2359										PAGE	:	26 of 26					
NOTE: THIS IS A LOCAL REPORT FROM THE FOUNDATION SERVER. IT MAY NOT INCLUDE DETACHMENT DATA OR INVENTORY CORRECTIONS INCORPORATED IN UPLINE REPORTING.																				
Completed	Assy	REMOVED										INSTALLED								
<u>Date</u>	<u>WC</u>	<u>Cd</u>	<u>BUNO</u>	<u>WLCUNJS</u>	<u>ML</u>	<u>TR</u>	<u>AT</u>	<u>MA</u>	<u>IP</u>	<u>MHRS</u>	<u>EMT</u>	<u>WD</u>	<u>TM</u>	<u>CAGE</u>	<u>Part Number</u>	<u>Semo</u>	<u>CAGE</u>	<u>Part Number</u>	<u>Semo</u>	<u>MCN</u>
24 JUN 2003	220	AEBC	163028	44210	1	11	C	105	1	0.2	0.2	J	D							004V/G86
24 JUN 2003	220	AEBC	163028	44210	1	11	C	105	1	0.3	0.3	D	B							004V/G7Z
20 JUN 2003	220	AEBC	163028	4422B	1	12	B	080	1	3.6	3.6	J	D							004V/G46
24 JUN 2003	220	AEBC	163028	4422K	1	12	B	080	1	0.5	0.5	D	B							004V/G7Y
16 JUN 2003	220	AEBC	163028	47A1140	1	11	C	160	1	0.3	0.3	C	B							004V/G0F
02 JUN 2003	220	AEBC	163028	49110	1	11	C	105	1	0.7	0.7	H	B							004V/G3
11 JUN 2003	220	AEBC	163028	56250	1	11	A	799	1	0.3	0.3	D	B							004V/FUH
22 JUN 2003	220	AEBC	163028	734H100	1	23	R	374	1	1.0	1.0	H	B	680100-20		HHX282	06481	680100-20		GUQ91
13 JUN 2003	220	AEBC	163028	734H100	1	18	T	815	1	4.9	4.9	O	B	680100-20		POB074	06481	680100-20		HHX282
07 JUN 2003	220	AEBC	163028	734H300	1	18	T	812	1	0.8	0.8	O	B	680500-12		SDT005	06481	680500-12		SDT005
16 JUN 2003	220	AEBC	163028	734H500	1	11	C	160	1	1.2	1.2	D	B							004V/G0B
02 JUN 2003	220	AEBC	163028	734H600	1	11	S	800	0	2.0	2.0	O	B							004V/E18
07 JUN 2003	220	AEBC	163028	734H600	1	18	T	815	1	0.5	0.5	O	B	680400-6		MHB004	06481	680400-6		LNE025
08 JUN 2003	310	AEBC	163028	030000A	1	11	O	000	0	2.5	2.5	O	D							004V/FT1
07 JUN 2003	310	AEBC	163028	030000A	1	11	O	000	0	26.1	2.9	O	D							004V/EEP
01 JUN 2003	310	AEBC	163028	030000A	1	11	O	000	0	0.3	0.3	O	D							004V/F41
22 JUN 2003	310	AEBC	163028	030000A	1	11	O	000	0	18.0	3.0	O	D							004V/G6X
03 JUN 2003	310	AEBC	163028	03A0000	1	11	O	000	0	0.5	0.5	O	G							004V/EV6

Figure 3-50: Detailed Data Extract (MAINT-6 Report) (Sample)

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## CHAPTER 4 - Maintenance Data System Analysis

### 4.1 Analysis Techniques

a. Purpose. This section provides general guidance for basic analysis techniques that can be applied to MDRs, SCIR reports, and utilization reports. Analysis techniques include the extraction, examination, and presentation of pertinent data. The resulting analysis products will assist management in attaining effective and economical use of personnel and material resources. The MDS is designed to accumulate factual data pertaining to all phases of maintenance. Those activities using NALCOMIS have additional data base resources that may be used to support the analyst effort. These data are made available to management in the form of standard MDS reports. The function of analysis is to examine the data contained in these reports and determine what affect the conditions indicated may have on the maintenance effort. Analysis will show favorable and unfavorable conditions in the maintenance scheme. The MDS will be of little value if its data is not used to the fullest extent. Action taken to resolve any disparities revealed by these analyses is a responsibility of command. If operating NALCOMIS OMA, the ad hoc query utility provides for analysis of active and historical MAF data without mechanical extraction. The NALCOMIS IMA Historical Retrieval System also provides an ad hoc query capability for analysis of historical MAF data without mechanical extraction.

b. General Analysis Techniques. The various MDS reports consist of coded elements of data listed or summarized in logical arrangements. To be of practical use to management, selected data elements must be assembled, studied, and suitably presented. The performance of these functions is called analysis.

c. Initiation of Analysis. The requirements for analysis may stem from various sources and apply to a wide range of maintenance subjects. Analysis may be initiated to provide an answer to a specific problem or to study selected areas of maintenance, for example, personnel utilization and productivity of work centers. Requirement for analysis should be the result of a "need to know" situation imposed by management. An analysis based on clear, concise requirements is more likely to be meaningful and useful to the maintenance manager than one based on generalities.

d. Data Selection. Once the subject of the analysis has been identified, the analyst must determine what data will be needed to fulfill the requirement. No standard rules can be applied to this phase of analysis. The analyst must choose wisely, ensuring all facts that have a bearing on the subject are included in the analysis. The analyst must also know which report, or combination of reports, will best provide the needed data.

e. Data Extraction. The extraction of data is usually a mechanical process; certain columns or lines of the report are screened to identify and select the desired data. Selected data are transposed to some type of work sheet to facilitate subsequent steps of the analysis. Design of the work sheet should be simple, allow posting of the extracted data in methodical sequence, and provide space for computation of totals and subtotals as needed.

f. Translation of Data. The major portion of the extracted data consists of coded entries which must be translated into meaningful terms before being analyzed. The design of the work sheet should incorporate translation provisions, for example, columnar headings can contain both coded and descriptive terminology.

g. Examination of Data. This process involves the detailed study or examination of the accumulated data. There is no restriction as to who may do an analysis. In many instances it is desirable that an analysis be completed in its entirety by a person technically qualified in the subject being analyzed, although this is not always possible. Identical results may often be obtained through teamwork. For example, personnel assigned to analysis may accumulate the required data, call in a representative from a work center to examine the data, and jointly prepare a commentary pertinent to the analysis. Likewise, a work center could accomplish many phases of the analysis, calling on the analyst only for assistance in selecting and extracting the desired data.

Regardless of who accomplished the examination, the intent of the detailed study of the accumulated data is the same, that is, (1) to determine if a problem actually exists, (2) to identify the factors contributing to the problem, (3) to list possible conclusions, and (4) to suggest possible alternative courses of action. Any decision or action based on the detailed study is the responsibility of maintenance managers. During the course of the examination, certain standards or other measuring criteria may be employed. Statistical formulas may also be used. The measuring criteria contained in this chapter are for illustration purposes only. It is not the intent of this section to establish standards for analysis.

h. **Presentation Methods.** Oral presentation is an abbreviated version of your knowledge which you verbally present to another person or group of persons. Therefore, the oral presentation should be thought of as an opportunity to help others through a method which allows a person-to-person exchange. The personalization of an oral presentation tends to make the information more valuable and immediately meaningful. This type of presentation also allows for the response to questions, clarification, and other assistance. As a general rule, a presentation should be made using some visual aids to employ several of the listener's senses simultaneously. Studies have shown that a verbal description alone produces an audience recall value of 70 percent after 3 hours and only 10 percent after 3 days; and visuals alone produce an audience recall value of 75 percent after 3 hours and 20 percent after 3 days. However, when both verbal and visual aids are combined into an effective presentation the audience recall will be 85 percent and 65 percent for the same time periods. Various displays, for example, charts, graphs, and tables, may be used to present the results of analysis. To be effective, these presentations should be designed to fit the intended audience. The following guides are provided to assist in the preparation of presentations:

- (1) Plan ahead.
- (2) Keep the presentation simple, honest, and accurate.
- (3) Try not to create the wrong impression.
- (4) Use one subject at a time.
- (5) In constructing charts:
  - (a) Keep background clear of unnecessary grids.
  - (b) Do not crowd the material.
  - (c) Use full and accurate title.
  - (d) Start scales at zero.
  - (e) Prepare a neat, attractive presentation.
  - (f) Include pertinent comments on charts, graphs, and tables.
  - (g) Use short complete notes where necessary.
  - (h) Indicate the source of the data contained in the presentation.

(i) **Monthly Maintenance Summaries.** Within the MDS large amounts of readiness and maintenance data are generated at the local level. These data consist of coded elements which are summarized in daily and monthly reports. To be of practical use to management, summarized reports must be compiled, studied, and analyzed by all supervisory personnel in the maintenance activity. The most common format for presenting equipment maintenance and utilization data on a monthly basis is the monthly

maintenance summary. Local management benefits derived from the MDS, are directly proportioned to the use of available MDS data. If MDS data are used in the decision making process, the monthly maintenance summary will prove itself an excellent management tool for maintenance managers to review and improve the performance of the department or work center. The monthly maintenance summary provides a coordinated combination of MDS reports to highlight specific problem areas and improve overall maintenance management. Subtle trends may be detected and corrected before they reach crisis levels through analysis over a period of time.

## 4.2 Analysis Products

The following examples, with sample extraction procedures, examination methods, and other analysis techniques, were derived from MDS report data and are not intended to prescribe a standard reporting format.

### 4.2.1 Computation of Job Averages

a. The average number of man-hours required to accomplish a specific job (job average) is often used in conjunction with manning studies, workload scheduling, and similar managerial applications. Job averages may pertain to a simple remove and replace action or encompass the entire look phase of an inspection. Job averages may be limited to the man-hours contributed by a single work center or include the man-hours documented by all work centers. Local needs will dictate the actual extent of a particular job. A typical method of computing a job average when only one work center and one maintenance action are involved is given in the following paragraphs.

b. Sources of Data

- (1) The WUC, AT code, and MAL code defining the job will be determined locally.
- (2) Using the MDR-6, extract the items processed and man-hours shown on all lines listed for the specific job (Columns WUC, AT, MAL, IP, and MHRS).

c. To compute job average, divide the total man-hours by the total items processed. The reliability of the computed average is influenced by the amount of data used in the computation. To ensure best results, statistics for an extended period of time should be used.

### 4.2.2 Identification of High Man-hour, Maintenance Action, and Failure Rate Items

a. Using data available in standard MDRs, it is possible to identify items or components that consume most man-hours, account for the highest number of maintenance actions (items processed), or have highest failure rate. Analyses of facts pertaining to these items may reveal existence of improper maintenance practices, material deficiencies, lack of technical proficiency, or similar conditions. Such conditions would be cause for training.

b. Source of Data: MDR-6.

c. Extraction of Data

(1) High Man-hour Consumers. Select the five systems that consumed the highest number of man-hours. To do this, compare each total for subsystem line on the MDR-6. For each of these systems, select the five WUCs that consumed the highest number of man-hours by comparing the totals for component lines on the MDR-6.

(2) High Maintenance Action Items. Select the five systems with the highest number of items processed. To do this, compare the totals for subsystem lines on the MDR-6. From each of these systems,

select the five WUCs with the highest number of **IP** by comparing the totals for component lines on the MDR-6.

(3) High Failure Rate Items. To identify the high failure rate items, it is first necessary to purify the data listed in the report. This is done by lining out nonfailure entries as indicated by the **AT** and **MAL** codes. After the data has been purified, a revised items processed total can be obtained for each system. Select the five high systems by comparing the revised system totals. From these five systems, select the five high WUCs (items) by comparing the revised items processed totals obtained for each WUC (Columns WUC, AT, MAL, and IP of the MDR-6).

d. Special Instructions

(1) The actual number of systems and items to be extracted will be governed by the needs of management. The high-five selection outlined in this manual is only one of the many combinations that may be used.

(2) All duplicate entries for the same failure must be lined out.

(3) A list of nonfailure codes is as follows (**Appendices E** and **I** contain the complete code lists):

(a) AT Code A, D, J, L, N, P, Q, S, T, and Y.

(b) MAL Code 799, 800, 801, 804, 805, 806, 807, 811, 812, 813, 814, 815, 816, 817, and 818.

(4) Extracted data are normally provided to management in a tabular format. Items may be sequenced by magnitude of man-hours or items processed within their respective system. Descriptive terminology, part numbers or **CAGE** may be used in lieu of the WUC.

#### 4.2.3 Control Charts

a. The reliability of components and parts of components can be determined by the use of control charts. Using this analytical means, it is possible to compare the number of failures documented for a specific component or its parts to a computed control limit and thus identify items having an excessive rate of failure. Corrective measures to lower the failure rate for these items should then be started by management.

b. Source of Data. MDR-6.

c. Component Control Chart (**Figure 4-1**)

(1) Purify data before extracting by lining out nonfailure and duplicate entries.

(2) After data are purified, determine the total number of actual failures within the system (Column **IP** of the MDR-6).

(3) Next, determine the number of different types of components that failed within the system, using first four positions of the WUC (Column WUC of the MDR-6).

(4) Using past data (preferably 3 or more months of data), compute the average failures using the following formula:  $\text{Total Failures} \div \text{Types Failed} = \text{Average Failure per type}$ .

(5) Compute the upper control limit with the following formula:  $\text{Average Failure} + 3 \times \text{square root of the Average Failures} = \text{Upper Control Limit}$ .

(6) Determine the number of failures for each different component that failed within the system during the current month or reporting period (Columns WUC and IP of the MDR-6).

(7) Enter the applicable failed component WUCs and nomenclature on the chart, and plot the number of failures, average failures, and upper control limit.

(8) Identify and further analyze any component that exceeds the control limit to find out if a particular part is at fault.

d. Parts Control Chart (Figure 4-2)

(1) Using purified data, determine the total number of actual failures within the component (Column IP of the MDR-6).

(2) Determine the number of different types of parts that failed within the component by the five character WUC (Column WUC of the MDR-6).

(3) Using past data (preferably 3 or more months of data), compute the average failures and upper control limit using the formula shown in paragraphs 4.2.3c(4) and 4.2.3c(5).

(4) Determine the number of failures for each different part that failed within the component during the current month or reporting period (Columns WUC and IP of the MDR-6).

(5) Enter the applicable failed part WUC and nomenclature on the chart and plot number of failures, average failures, and upper control limit.

(6) Identify any part that exceeds the control limit.

e. Special Instructions

(1) Representative methods used to select systems and components to be analyzed as follows:

(a) Establish a control limit for each system. Then analyze only those systems that exceed the control limits. Data for the past 3 months or longer is desired when computing the average failures and control limits.

(b) Continually analyze the high five failure rate systems.

(c) Periodically recompute average failures and control limits.

(2) In some instances it will be evident from the analysis that improper maintenance practices rather than defective parts are contributing to a high failure rate. Management should be informed of this situation.

(3) Appropriate comments should accompany the charts.

#### 4.2.4 Cannibalization Trend Chart and Summary

a. Under ideal conditions there would be little need for cannibalization. Ideal conditions, however, do not always exist and it may be necessary to resort to cannibalization. The Cannibalization Trend Chart (Figure 4-3) and Cannibalization Summary (Figure 4-4) are designed to inform the MO of the extent of cannibalization and identify the items involved. Reduction or elimination of cannibalization should be of prime concern to management. Not only is a shortage of parts realized, but an added man-hour expenditure is incurred in removing and replacing the cannibalized item. The cannibalization man-hours per flight hour

figure, when compared to the direct maintenance man-hour per flight hour figure, indicates the additional cost in man-hours attributed to cannibalization.

b. Sources of Data

(1) Cannibalization Trend Chart (Figure 4-3):

(a) To obtain the total items cannibalized, select the total items processed for AT Code T (Columns AT and IP, on the MDR-12).

(b) To obtain the total man-hours spent in cannibalization, select total man-hours listed for AT Code T (Columns AT and MHRS, on MDR-12).

(c) To obtain cannibalization man-hours per flight hour divide total man-hours expended due to cannibalization by TOTAL FLIGHT HOUR (BUNO total hours on the Monthly Aircraft Utilization Report (NAVFLIRS-1)).

(2) Cannibalization Summary (Figure 4-4):

(a) To identify items cannibalized, extract WUC, TEC, BU/SERNO, items processed, man-hours, CAGE, and part number for all lines containing AT Code T (Columns WUC, TEC, BU/SER, AT, IP, MHRS, MFG, and part on the MDR-12).

(b) Convert the item identification and TEC to descriptive terminology.

(c) Combine all like entries.

(d) The months repeated figure indicates the consecutive number of months an item has been reported as cannibalized.

c. Examination of Data

(1) A review of trend chart will show overall status of cannibalization within activity.

(2) Data in the summary are used to identify specific items cannibalized, quantity of each type item involved, which type items are repeats, and equipment from which items were removed.

(3) Any increase in rate of cannibalization should be of immediate concern to management. Those items that are frequently cannibalized merit special investigation to determine the cause.

d. Special Instructions

(1) The cannibalization summary may be modified to include additional data.

(2) Include comments on significant problem areas discovered during analysis.

#### 4.2.5 Abort Malfunctions Chart

a. This chart is designed to show which aircraft failed to fulfill their scheduled mission (abort) because of malfunctioning equipment. It identifies, for management, aircraft systems/components causing aborts, number of items involved, and when abort malfunctions occurred (before or in flight). Abort Malfunction Chart shown in Figure 4-5 represents a typical method of presenting this type of data for an O-level activity. The method illustrated will not be valid for activities involved in component repair because of duplication introduced by the presence of record type (RECTYP 31) (that cannot be identified) in the MDR-13.

b. Sources of Data: MDR-2, MDR-6, or MDR-13.

c. Extraction of Data

(1) Before extracting any data, MDR-13 must be purified by eliminating entries that do not apply. This is done by lining out entries listing **AT** Codes 1 thru 9, J, K, L, N, P, Q, S, T, and Y when used with **WD** Codes A and C. (Action Taken Codes 1 thru 9 should not appear.)

(2) Use only those lines containing the applicable **TEC**. Do not include lined out items.

(3) Section I - When Malfunctions Occurred:

(a) Total abort malfunctions. Sum of items processed with WD Codes A and C.

(b) Before flight-abort. The sum of **IP** with WD Code A.

(c) In flight-abort. The sum of IP with WD Code C.

(4) Section II - Malfunction by System. To obtain these figures, determine number of IP with WD Codes A and C within each system. The system is identified by first two positions of the **WUC**.

(5) Section III - Maintenance Required

(a) Required maintenance. The sum of IP with WD Codes A and C except those listed in conjunction with AT Code A.

(b) Required no maintenance. The sum of IP with WD Codes A and C listed in conjunction with AT Code A.

d. Examination of Data

(1) This summary does not identify the number of aircraft aborts occurring during the reporting period. The figures represent only the reported number of items (or malfunctions) involved in aborts. In some cases, more than one item or malfunction will be attributed to the same abort. Weather and other factors may also cause aborts, hence, the apparent inconsistency.

(2) Possible trouble areas may be revealed by study of the data. For example, a high number of malfunctions discovered before flight may indicate inadequate **turnaround inspections**; numerous defects in a certain system may point out a need for engineering changes; and a substantial number of reported malfunctions that require no maintenance may be an indication of poor troubleshooting or improper equipment operation.

e. Special Instructions

(1) Sum of last two columns of sections I and III and sum of the system columns of section II should each equal total abort malfunctions.

(2) Appropriate comments should accompany the chart. A detailed breakout of the summarized data, that is, component malfunctions within a particular system, should be made as necessary.



#### 4.2.6 Maintenance Man-hours by Bureau Number

a. A display similar to that shown in [Figure 4-6](#) will enable maintenance managers to determine which aircraft required a large amount of direct maintenance man-hours, and what type of maintenance was performed.

b. Sources of Data: MDR-4-1, MDR-5, and NAVFLIRS-1.

c. Extraction of Data

(1) Column 1. Indicate the [BUNO](#) of the aircraft.

(2) Column 2. Data for this column is obtained from the flight hours (FH) column of the Monthly Aircraft Utilization Report (NAVFLIRS-1).

(3) Columns 3 through 10. Data for these columns are obtained from the MDR-5. Use only the [MHRSO](#) column of the report:

(a) Column 3. Enter the total for the subsystems from MDR-5 for type maintenance E with [WUC](#) 030.

(b) Column 4. Enter total for type maintenance E from MDR-5 minus total in column 3.

(c) Column 5. Enter total for subsystems from MDR-5 for [TM](#) Codes D, K, M, and N with [WUC](#) 03 series.

(d) Column 6. Enter total for TM Codes D, K, M, and N line from MDR-5 minus total in column 5.

(e) Column 7. Enter total subsystem line from MDR-5 for TM Code G with [WUC](#) 03 series.

(f) Column 8. Enter the total for TM line from the MDR-5 for TM Code G minus the total in column 7.

(g) Column 9. Enter the total for TM line from the MDR-5 for type maintenance S.

(h) Column 10. Enter the total for TM line from the MDR-5 for TM Code B.

(4) Column 11. Refer to the MDR-4-1 and enter the (\*\*) total for the BUNO listed in column 1. Use only the MHRSO column of the report. When using the MDR-5 it must be screened by [BU/SERNO](#) for all [TD](#) compliance (TRCODE 41/47 data) using the MHRSO column only.

(5) Column 12. Enter the sum of the entries shown in columns 3 through 11.

(6) Column 13. Divide the total shown in column 12 by the flight hours in column 2.

d. Examination of Data. The data shown in the table enables review of the following general areas:

(1) The maintenance man-hours spent per aircraft as opposed to the number of hours flown.

(2) The ratio of look phase man-hours to fix phase man-hours per type of inspection.

(3) The ratio of unscheduled to scheduled man-hours.

(4) In conjunction with past data, it can be determined which aircraft are continually high man-hour consumers.

e. Special Instructions

(1) Brief comments are normally sufficient for this type of presentation since the data points out any unusual conditions.

(2) Compilations covering an extended period of time, for example, 6 months, may be prepared in a similar manner. Data thus obtained will tend to average out month-to-month variations caused by [phase inspections](#), unscheduled maintenance, and fluctuations in hours flown.

(3) Man-hours expended by the [IMA](#) could be included in the man-hours per flying hour computations if desired.

#### 4.2.7 Maintenance Man-hour Per Flying Hour and Sortie Chart

a. In this paragraph are guidelines for computing the number of maintenance man-hours required to produce a single flying hour or [sortie](#) for a given type of aircraft. These man-hour figures, or factors, may be developed for individual work centers or an entire squadron maintenance department. The same method of computation will apply to each. A sample presentation for a squadron is shown in [Figure 4-7](#). As used for explanation purposes, maintenance man-hours are those man-hours documented on [MDR](#) forms.

b. Sources of Data

(1) Total hours flown. Total flight hours listed for the selected type aircraft from the FH column on the NAVFLIRS-1.

(2) Total sorties flown. Total flights listed for the selected type aircraft from the FLT column on the NAVFLIRS-1.

(3) Maintenance Man-Hours Expended

(a) For a work center, the sum of production man-hours listed for the [TEC](#) identifying the selected type of aircraft (TEC and [MHRS](#) column on the MDR-2 total for type of equipment line).

(b) For a squadron maintenance department, the total production man-hours listed for the TEC identifying the selected type of aircraft (TEC and [MHRSO](#) columns triple asterisk (\*\*\*) line on the MDR-2).

(4) Computation of maintenance man-hours per flying hour and sortie. To obtain the maintenance man-hours per flying hour and sortie, use the following formulas:

$$\frac{\text{Total Maintenance Man-hours}}{\text{Total Hours Flown}} = \text{Maintenance Man-hours Per Flying Hour}$$

$$\frac{\text{Total Maintenance Man-hours}}{\text{Total Sorties Flown}} = \text{Maintenance Man-hours Per Sortie}$$

c. Examination of Data

(1) Maintenance man-hour per flying hour figure is generally employed as an index of cost, in terms of maintenance, of supporting an hour of aircraft flight (the lower the index, the lower the cost). Following the same line of reasoning, the lower the cost, the more flight hours that can be bought with a

given amount of maintenance. It is, of course, essential that the lower index not be attained by omitting required maintenance.

(2) Typical factors that may cause fluctuations in the maintenance man-hour per flying hour figure are:

(a) A reduction of programmed flying hours will not always be accompanied by an immediate and corresponding drop in maintenance (a high index may result).

(b) Shortening the sortie length can materially reduce the total hours flown while maintenance remains stable (a high index may result).

(c) Unforeseen maintenance, such as airframe or engine modification, can ground the aircraft and at the same time cause increased maintenance (a high index may result).

(d) Decreased maintenance may occur as the result of reduced inspection requirements, improvements in work methods or facilities, etc., while flying hours remain stable (a lower index may result).

(e) An increase in total flying hours will not always necessitate additional maintenance (a lower index may result).

(3) The maintenance man-hours per sortie can be used essentially in the same manner as described for flying hours. Fluctuations in this man-hour figure can result from increases or decreases in sorties programmed, changes in sortie length, unforeseen maintenance, and similar factors.

d. Special Instructions

(1) Work done on engines may be included in the aircraft man-hours.

(2) Appropriate comments relative to significant changes in the maintenance man-hours per flying hour or sortie figure should accompany the chart.

**4.2.8 Mission Capabilities**

a. Mission capability is expressed in either sorties, departures, or flying hours. The actual forecasting of capabilities is based on normal work periods and past operating conditions. In some instances the past data may include certain variables, such as, different sortie lengths and accelerated flying schedules. This, however, is a situation where it would be very difficult to go over all the past information and adjust it to the normal work period. The capabilities presented in this chapter are based on the assumption that (1) even though the past data include extras, they will not affect the problem enough to warrant an extensive study, or (2) the past data used for capability computations were collected under similar conditions to those for which the data is being projected.

b. Mission Capability Worksheet ([Figure 4-8](#)). The purpose of this worksheet is to provide a method of predicting the number of flying hours and sorties that are expected to be obtained from the aircraft possessed by an activity.

c. Sources of Data

(1) Aircraft flying hours and sorties are obtained from the NAVFLIRS-1.

(2) Other data must be extracted from local records.

d. Explanation of Entries

(1) Item 1 - Possessed Aircraft. The total number of aircraft physically possessed at the beginning of the period (aircraft in status Code A).

(2) Item 2 - Operating Days. The total number of flying days scheduled for the period.

(3) Item 3 - Possessed Aircraft Days. The product of item 1 and item 2.

(4) Item 4 - Aircraft Days Gained. Total number of aircraft days expected to be gained by receipt of new aircraft or aircraft returned from rework.

(5) Item 5 - Aircraft Days Lost. The total number of aircraft days expected to be lost by transfer of assigned aircraft or entry into rework.

(6) Item 6 - Projected Aircraft Operating Days. Sum or difference of item 3 plus item 4 minus item 5.

(7) Item 7 - Hours Per Operating Day. The average number of clock hours per day during which flying will be scheduled.

(8) Item 8 - Projected Aircraft Operating Hours. The product of item 6 and item 7.

(9) Item 9 - Average Cycle Time per [Sortie](#). Using data recorded for a period compatible with the [phase inspection](#) cycle for the type aircraft, for example, past 3 months or past 180 days, compute the average cycle time per sorties using the following formula:

$$\frac{\text{Op Days in Period} \times \text{Hours Per Op Day}}{\text{Total Sorties Flown in Period}} = \text{Avg. Cycle Time Per Sortie}$$

(10) Item 10 - Average Sortie Length. Using data recorded for the same period used in item 9, compute the average sortie length using the following formula:

$$\frac{\text{Total Hours Flown in Period}}{\text{Total Sorties Flown in Period}} = \text{Avg. Sortie Length}$$

(11) Item 11 - Sortie Capability. Item 8 divided by item 9.

(12) Item 12 - Flying Hour Capability. The product of item 10 and item 11.

e. Special Instructions. In the event the mission capability predicted in item 11 or item 12 does not equal or exceed the programmed sorties/ flying hours, it may be necessary to extend the normal operating day (overtime). The required overtime should be categorized and reported to the [MO](#).

#### 4.2.9 Awaiting Maintenance Reason Code Summary

a. An [AWM](#) Reason Code Summary ([Figure 4-9](#)) is designed to show the various AWM codes by reason. It provides the manager with an overall picture of where and how much time was consumed awaiting maintenance.

b. Source of Data: Equipment Mission Capability Report SCIR-5-1.

c. Extraction of Data

(1) Select by Maintenance Condition Code ([NMCM](#), [PMCM](#), and [FMCM](#)) one-star (\*) totals by AWM reason code. Enter in block (1).

(2) Select two-star (\*\*) totals by AWM reason code. Enter in block (2).

(3) Select by Maintenance Condition Code (FMCM, PMCM, and NMCM) one-star (\*) total AWM. Enter in block (3).

(4) Select two-star (\*\*) Total AWM. Enter in block (4).

d. Special Instructions

(1) AWM Reason Code Summary data may be presented in various ways other than as shown in [Figure 4-9](#). [Figure 4-10](#) shows yet another way to portray the data. If desired, AWM reason codes may be listed by [BU/SERNO](#).

(2) AWM Reason Code 0 (computer generated) consists of the excess AWM time due to more than 3 AWM reason codes/document or failing to enter the AWM time expended in the appropriate blocks of the [MAF](#). Excessive hours in AWM Reason Code 0 should be investigated to determine the cause factors.

#### **4.2.10 Mission Capability Degradation Summary**

a. The Mission Capability Degradation Summary ([Figure 4-11](#)) reflects the degradation of mission capability by maintenance condition. This data will provide managers of equipment the reasons equipment was [NMC](#), that is, [NMCMS](#), [NMCMU](#), or [NMCS](#).

b. Source of Data: SCIR-3.

c. Extraction of Data

(1) Enter two-star (\*\*) totals of scheduled or unscheduled maintenance and supply on line (1) ([HRS](#) degraded) in appropriate blocks under applicable mission capability headings ([FMC](#), [PMC](#), [NMC](#)). Total each section.

(2) To compute percentages use two-star (\*\*) total column [EIS](#) as the divisor and divide each entry, line (1), by this number. Correct to percentage and enter on line (2) in the appropriate block.

(3) Construct a bar graph for each section.

d. Special Instructions

(1) The SCIR-3 shows the maintenance conditions that impaired the mission capability of the equipment for that reporting period, based on the EIS hours.

(2) Total [SCIR](#) hours column denotes the total hours documented to a valid [EOC code](#). The SCIR system has the capability to include all discrepancies that impact the mission capability of equipment; therefore, the total SCIR hours column may be greater than the aircraft in service hours column which shows the total EIS hours. Enter appropriate comments, as required, to explain the data.

#### **4.2.11 Mission Capability Trend Chart**

a. The Mission Capability Trend Chart ([Figure 4-12](#)) may be used to graphically portray equipment mission capabilities.

b. Source of Data: SCIR-4.

c. Extraction of Data. Computations are entered from the total line of the SCIR-4. Entries for this chart may be taken directly from the report.

d. Special Instructions. Several different graphs may be designed using the data from the SCIR-4. The analyst may plot a cumulative average for equipment capability or show more than one mission capability trend on the chart. Enter comments as appropriate.

#### 4.2.12 Repair of Removed Components

a. Displays similar to the Shop Repair Data Table (Figure 4-13) and the Trend Chart for Items Returned to RFI Status (Figure 4-14) allow monitoring of the repair process and show where and how increased maintenance repair capabilities might be achieved.

b. Source of Data: MDR-7.

c. Extraction of Data

##### (1) Shop Repair Data Table

(a) Lines 1 through 14. Extract the total for work center line for each action taken code and enter on the table for each work center.

(b) Line 15. Enter the sum of the entries in lines 1 through 14 to obtain the total items processed for each work center.

(c) Line 16. Enter the total number of items returned to service by each work center. This is the sum of Action Taken Codes A, B, C, and Z.

(d) Line 17. Enter the percentage of items processed within the work center that were returned to service. This is obtained by dividing the entry shown in line 16 by the total items in line 15 and multiplying by 100.

(e) Total Column. Enter the total items recorded by all work centers for each action taken code.

(f) Percent of Total. For each line, determine the percent of total. Example: For line 1

$$\frac{(\text{Line 1, Total Column}) \times (100)}{(\text{Line 15, Total Column})} = \% \text{ of total for Action Taken Code "A"}$$

For each line enter percent of total.

(2) Trend Chart For Items Returned to RFI Status (Figure 4-14) shows the percent of total items returned to RFI status. The number of months shown is optional, provided sufficient time is shown to establish a definite trend. Figures are taken from the total column, lines 15, 16, and 17 of the shop repair data table. This chart may be used to display trends for a specific work center by using the figures in lines 15, 16, and 17 for that work center. These charts are only two of the many displays that can be made from the data contained in the MDR-7 report.

#### 4.2.13 High-Five EOC Degradation by Mission Capability Category Chart

a. The High-Five EOC Degradation by Mission Capability Category Chart (Figure 4-15) may be used to present the high-five EOC degradation by mission capability category (FMC, PMC, NMC)

b. Source of Data. SCIR-5-1.

c. Extraction of Data. Compute the high-five EOC hour totals for each mission category and list from highest to lowest. Enter EOC, subsystem/equipment description from MESM, and total hours for each EOC code. Enter one-star (\*) total SCIR hours from each mission category and the percent of total SCIR hours contributed by each of the high-five EOC codes.

d. Special Instructions. Several different charts may be designed using the SCIR-5-1, 5-2, and 5-3. The chart shown in Figure 4-15 is only a recommended format. The analyst should portray available information to suit individual needs and make comments as appropriate.

#### 4.3 Maintenance Summaries

a. General. The most widely accepted method of publishing the results of maintenance analysis is through the use of monthly maintenance summaries. This paragraph establishes guidelines regarding the content, format, and distribution of those portions of maintenance summaries that are produced to satisfy local requirements.

b. Content and Format. Summary contents and formats should be based on what management wants to know. General guides have been established and are listed in the following paragraphs.

(1) The MO will prescribe the scope of information required to answer the question "What do I need to know"? These requirements will include, but are not limited to, analysis of the following areas:

- (a) Efficiency of the maintenance operation.
- (b) Direct support cost per flying hour, per sortie, or departure (as applicable).
- (c) High man-hour consumers.

(d) High failure rate components. As soon as possible after the close of each monthly reporting period, the MO should require a briefing on the above subject areas and on mission capability.

(2) Examples of the many additional areas that may, at the option of the preparing activity, be included in the summary are as follows:

- (a) Cannibalization of components.
- (b) Malfunctions causing aborts.
- (c) Shop repair capability.
- (d) TD compliance status.
- (e) Distribution of possessed aircraft hours.

(3) Figures which are simply a repetition of machine reports should not be included unless there is a significant reason for doing so.

(4) The use of complicated charts, graphs, and tables should be avoided.

(5) Extensive use should be made of narrative briefs. Charts, graphs, and tables worthy of inclusion in a summary are worthy of comment by the analyst. Briefs should be arranged in such a manner that both the display and the briefs are visible to the reader at the same time.

(6) The format selected for maintenance summaries should be tailored to the needs of the activity concerned.

(7) A review of the summary, for content, should be done at least every 6 months.

c. Distribution of Summaries. Distribution should be made to all work centers in the preparing activity and to other interested parties. Higher commands may desire to receive maintenance summaries prepared by subordinate activities to monitor performance and problem areas. It is emphasized, however, that the summary is a local document for local management use. Where external mailing is required, MOs and analysts should avoid the temptation to (1) restrict the content of the summary to that specified by the higher command, (2) alter statistical information to make it "look good" prior to mailing, or (3) discontinue preparation of a summary if higher command discontinues the requirement for external mailing.



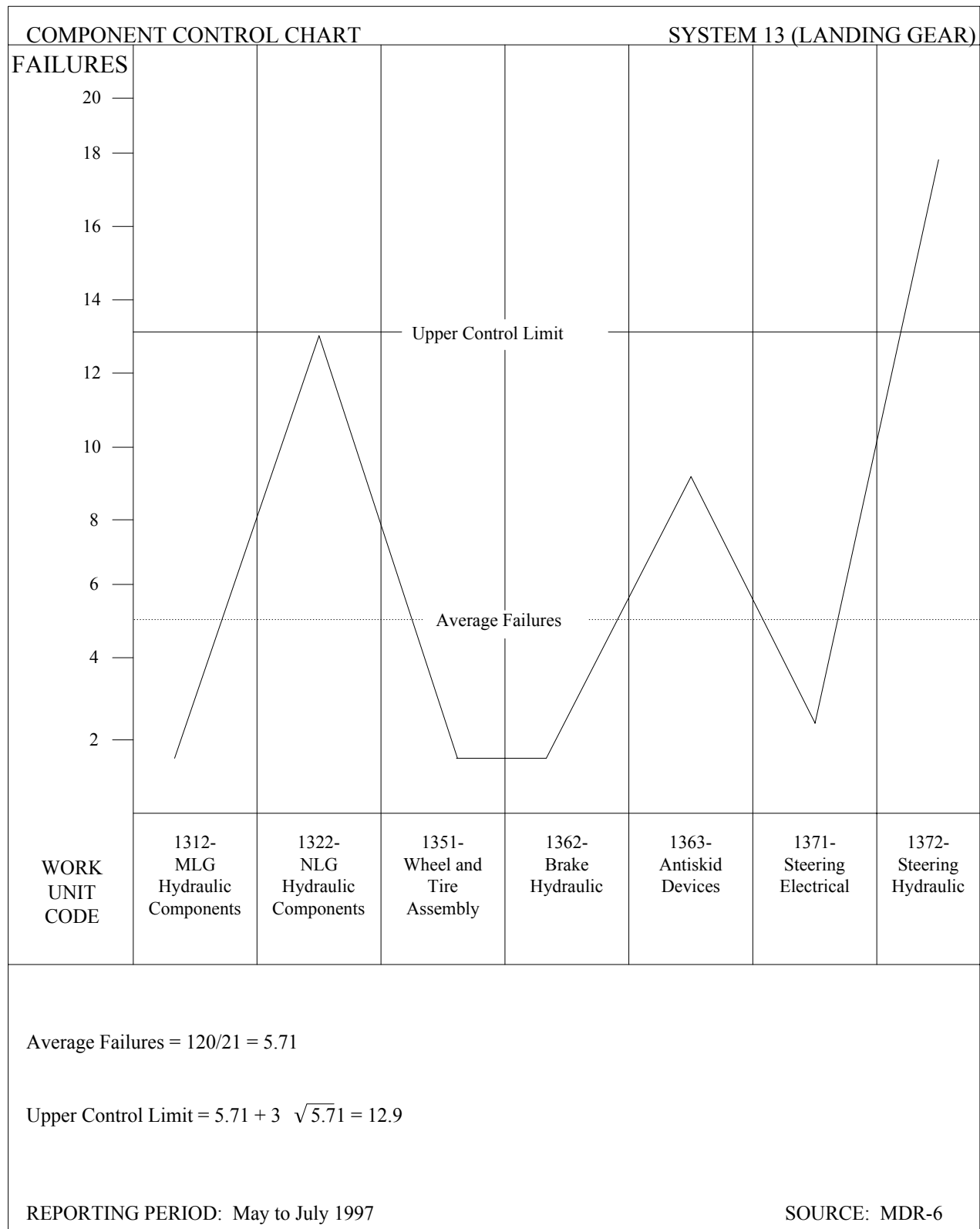


Figure 4-1: Component Control Chart

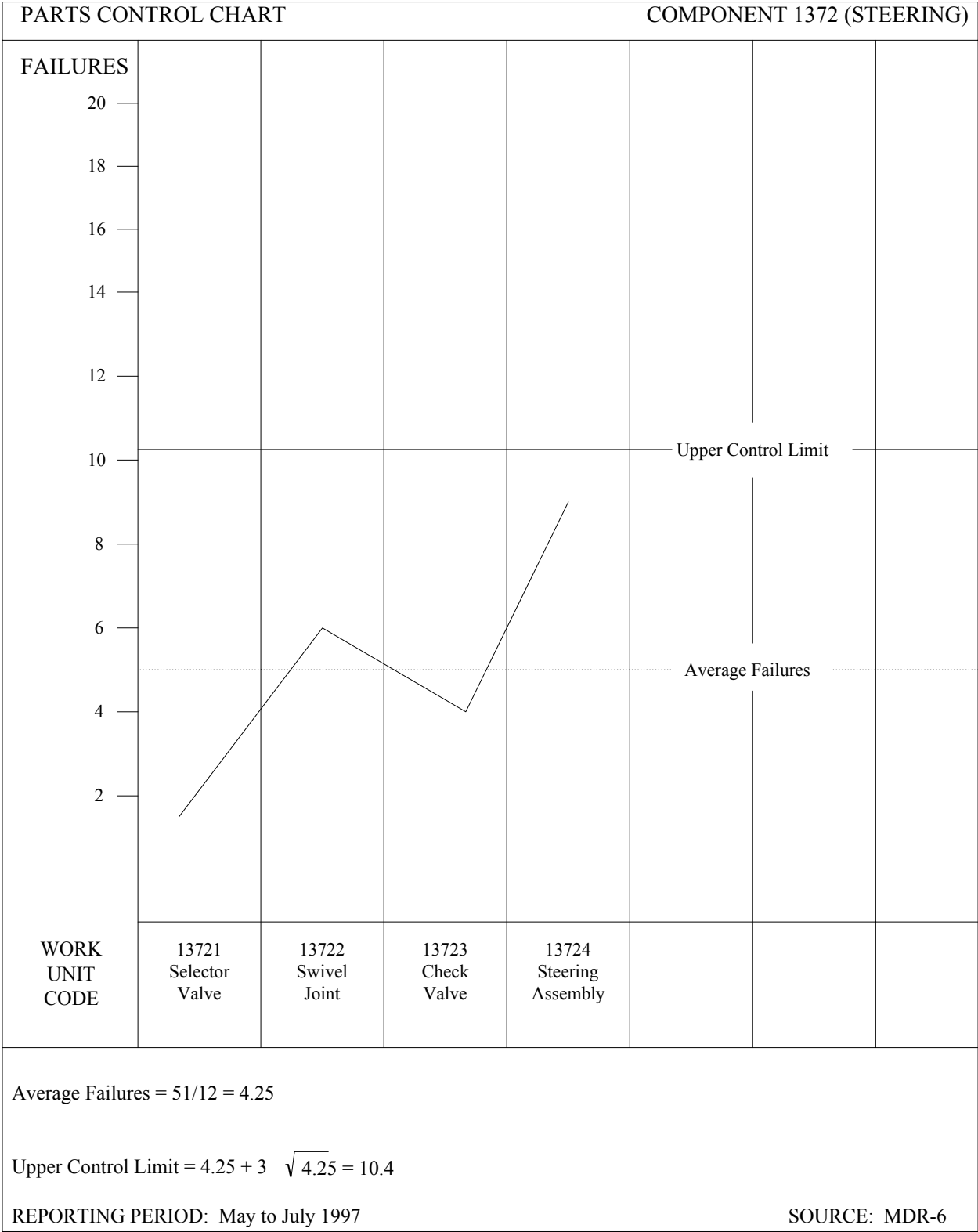


Figure 4-2: Parts Control Chart

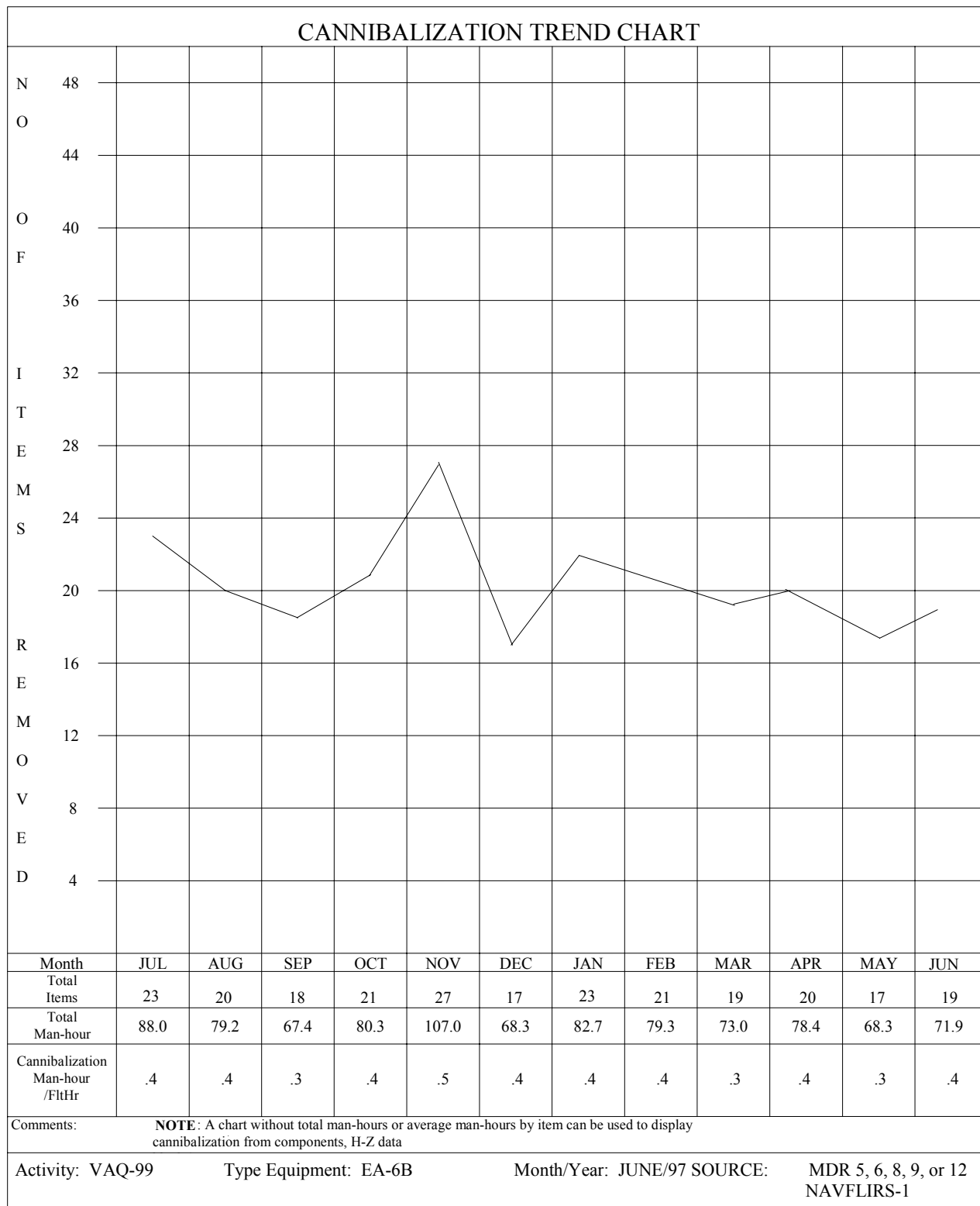


Figure 4-3: Cannibalization Trend Chart

Work Unit Code	Nomenclature	Months Repeated	Quantity	Man-hours	Type Equipment
466G1	Vent Shut Off Valve	3	2	2.3	EA-6B
51R1E	Horizontal Situation Indicator	0	1	2.5	EA-6B
51R1Z	8-Day Clock	0	1	130	EA-6B
51X1A	Standby Compass	0	1	2.5	EA-6B
713C0	TACAN	2	1	2.2	EA-6B

NARRATIVE ANALYSIS: A total of six cannibalization actions, involving five different types of items, were reported during the month and are listed above. The following conclusions are based on research conducted by analysis.

1. Cannibalization of fuel flow indicators continues to be a problem. The item has now been reported three months in succession (including the current month). Material control has initiated action to resolve the shortage of this item.
2. TACANs also show up as a repeat item. A survey conducted by material control indicates the ready for issue posture on this item is, for now, favorable and further cannibalization should not occur.
3. Of the three remaining item types, only one, the horizontal situation indicator, was cannibalized as the result of a temporary material shortage (now resolved). No reason for the removal of the 8-day clock and standby compass has been determined. All three of these items were removed from the same aircraft. QA is investigating the situation.

Source: MDR-12

**Figure 4-4: Cannibalization Summary (Sample)**

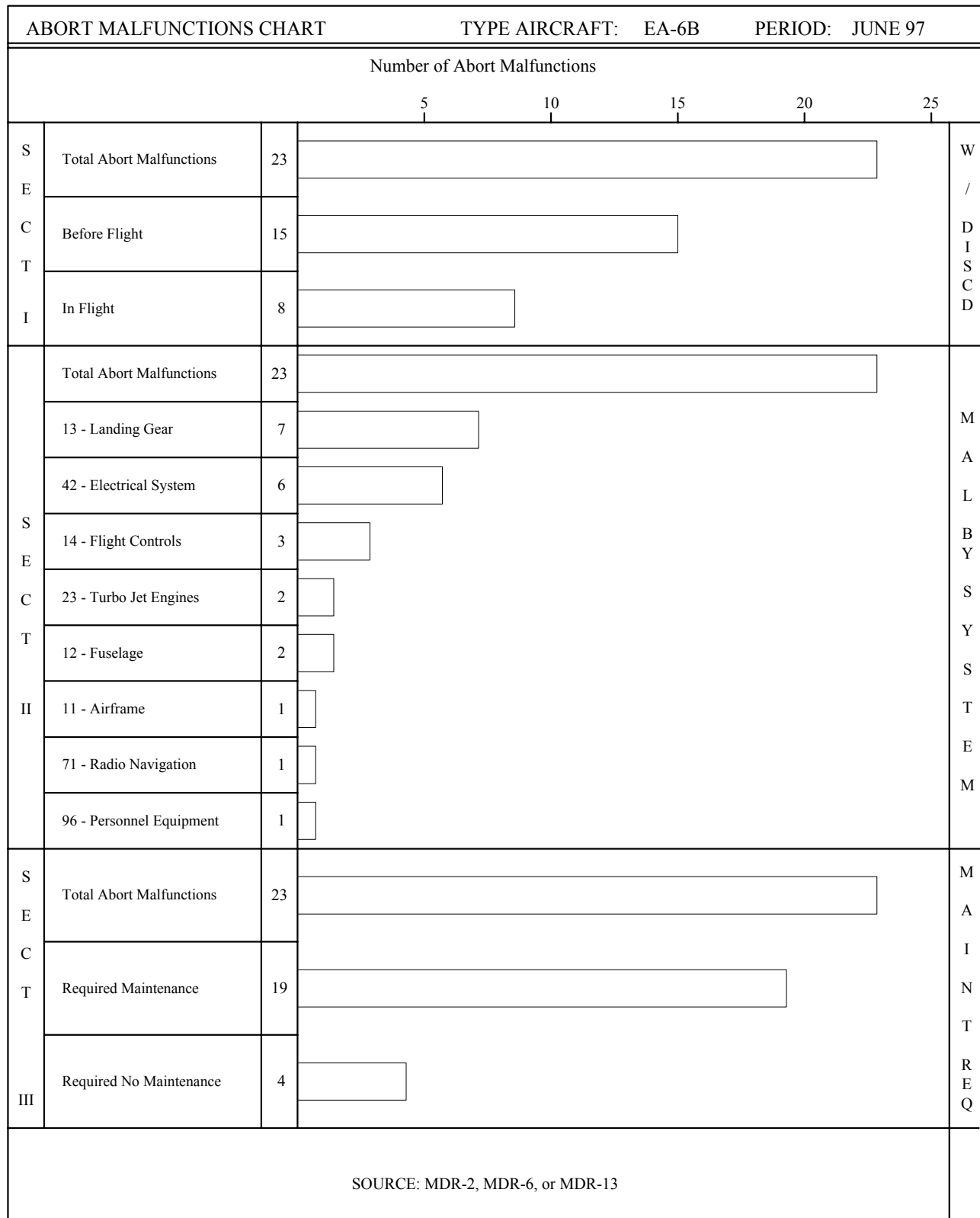
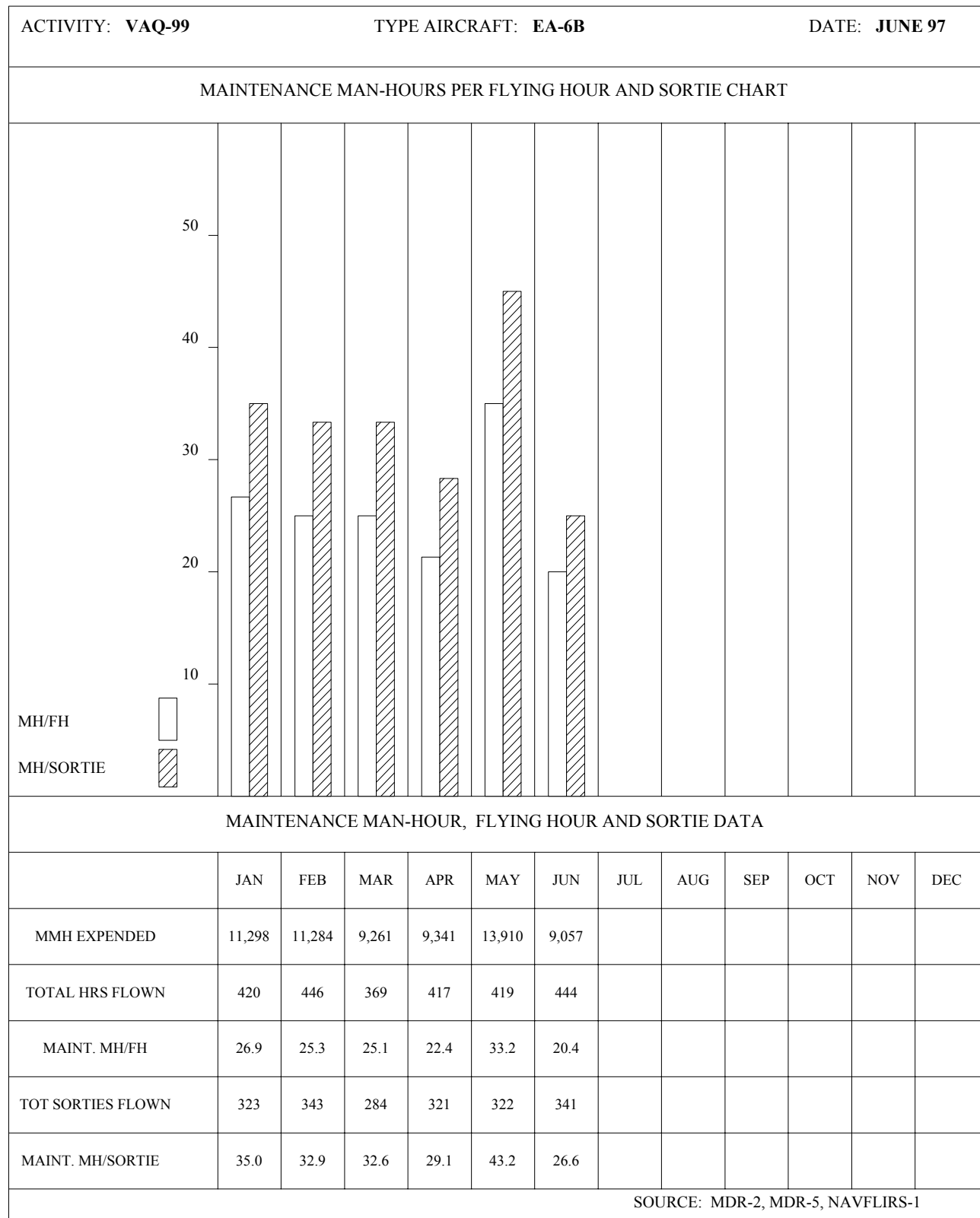


Figure 4-5: Abort Malfunctions Chart

MAINTENANCE MAN-HOURS BY BUREAU NUMBER								ACTIVITY: <b>VAQ-99</b>		MONTH/YEAR: JUNE 97		
1. Bureau Number	2. Flight Hours	Transfer/ Accept Insp		Spec Insp		Phase Insp		9. Cond Insp	10. Unsch Maint	11. TDC	12. Total	13. MMH/FH
		3. Look	4. Fix	5. Look	6. Fix	7. Look	8. Fix					
162169	43			195.2	38.3			19.5	55.0		308.0	7.2
162174	61							24.0	93.5		117.5	1.9
162176	58							42.0	55.7	16.0	113.7	2.0
162188	64							3.5	80.0		83.5	1.3
162201	52								160.0		160.0	3.1
162202	38								206.5		206.5	5.4
162203	24					483.4	82.0		64.5		629.9	26.2
162214	57								127.7		127.7	2.2
162221	44								294.9		294.9	6.7
162222	31								476.5		476.5	15.4
162223	49					39.0	5.2		141.3		185.5	3.8
162224	38								324.8		324.8	8.5
TOTAL	559			195.2	38.3	522.4	87.2	89.0	2080.4	16.0	3028.5	5.4
<p style="text-align: right;">SOURCE: MDR-4, MDR-5, NAVFLIRS-1</p>												

Figure 4-6: Maintenance Man-hours by Bureau Number

**Figure 4-7: Maintenance Man-hours Per Flying Hour and Sortie**

SORTIE/FLIGHT HOUR CAPABILITY

Type Aircraft: EA6BPeriod: July 97

1. Possessed Aircraft

2. Operating Days

3. Possessed Aircraft Days

4. Aircraft Days Gained

5. Aircraft Days Lost

6. Projected Aircraft Operating Days

7. Hours Per Operating Day

8. Projected Aircraft Operating Hours

9. Average Cycle Time Per Sortie

10. Average Sortie Length

11. Sortie Capability

12. Flying Hour Capability

13

22

286

6

10

282

16

4512

9

1.2

501

601

Source: NAVFLIRS-1, Local Records

Figure 4-8: Mission Capability Worksheet



	AWM CODE									
	1	2	3	4	5	6	7	8	0	TOTAL
NMCM	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
PMCM	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
FMC	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
TOTAL BY AWM CODE	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(4)
Comments: <div> <div>Activity:</div> <div>Date:</div> <div>Source: SCIR-5-1</div> </div>										

### Figure 4-9: AWM Reason Code Summary

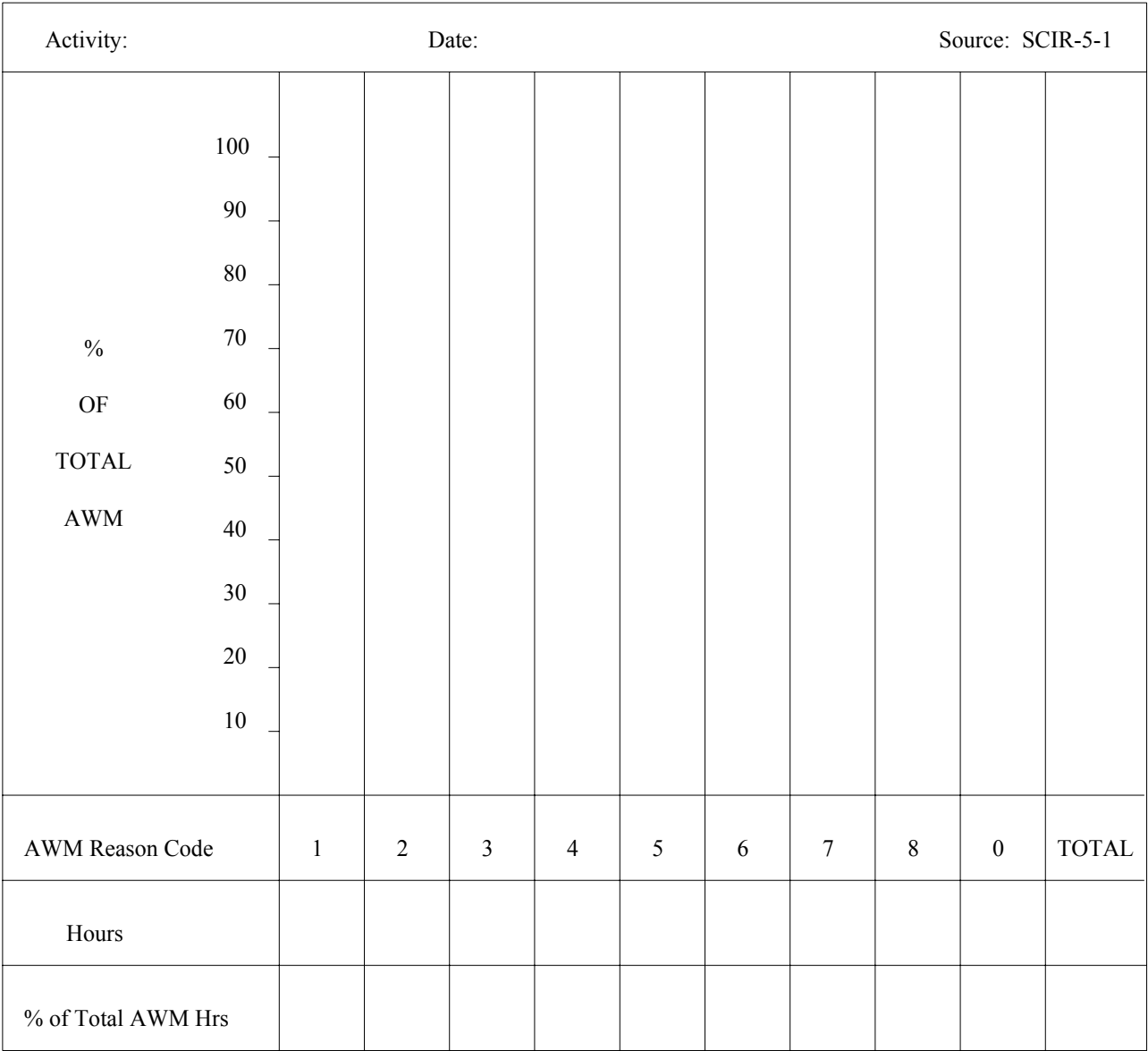


Figure 4-10: AWM Reason Code Percent Chart

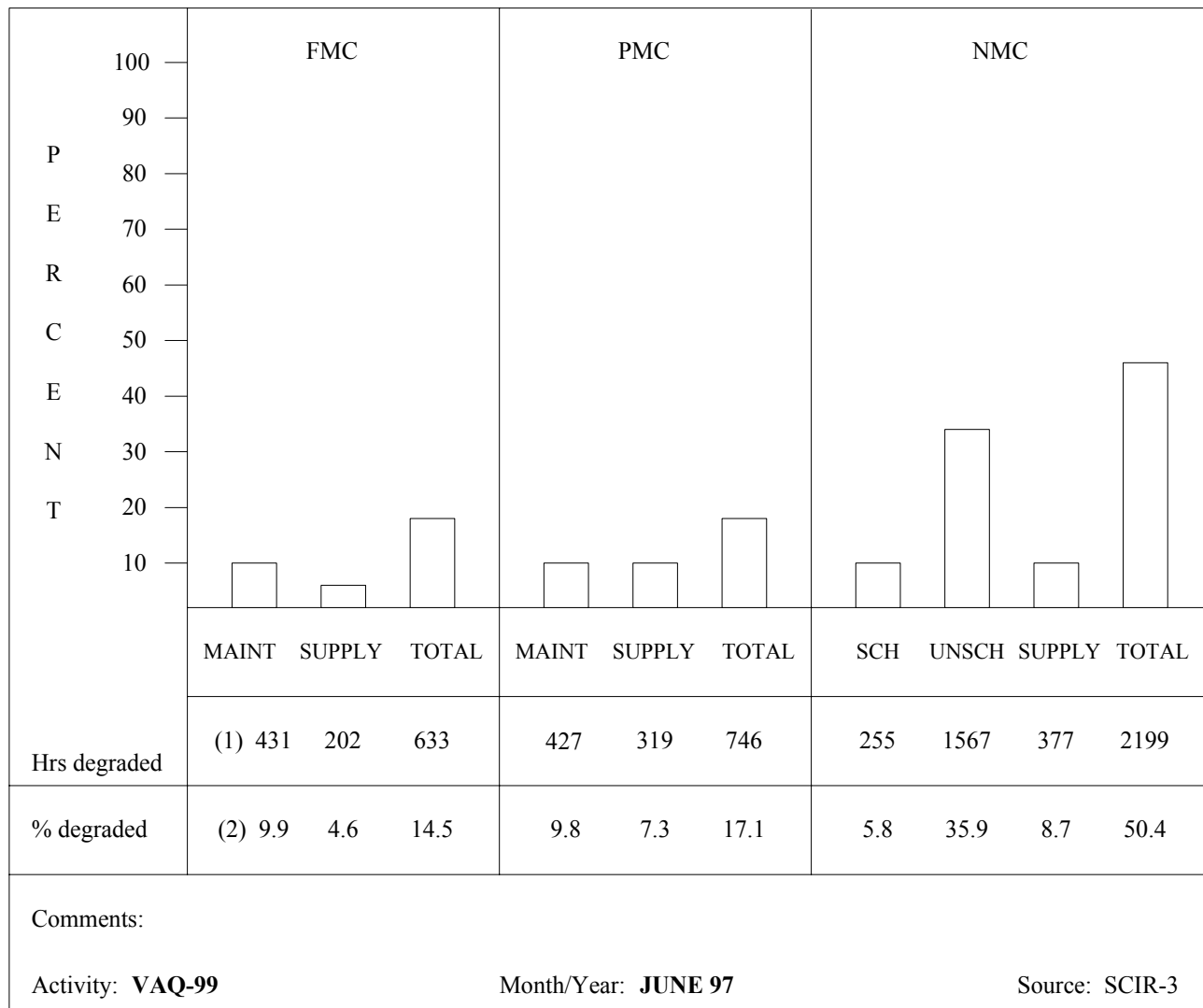


Figure 4-11: Mission Capability Degradation Summary

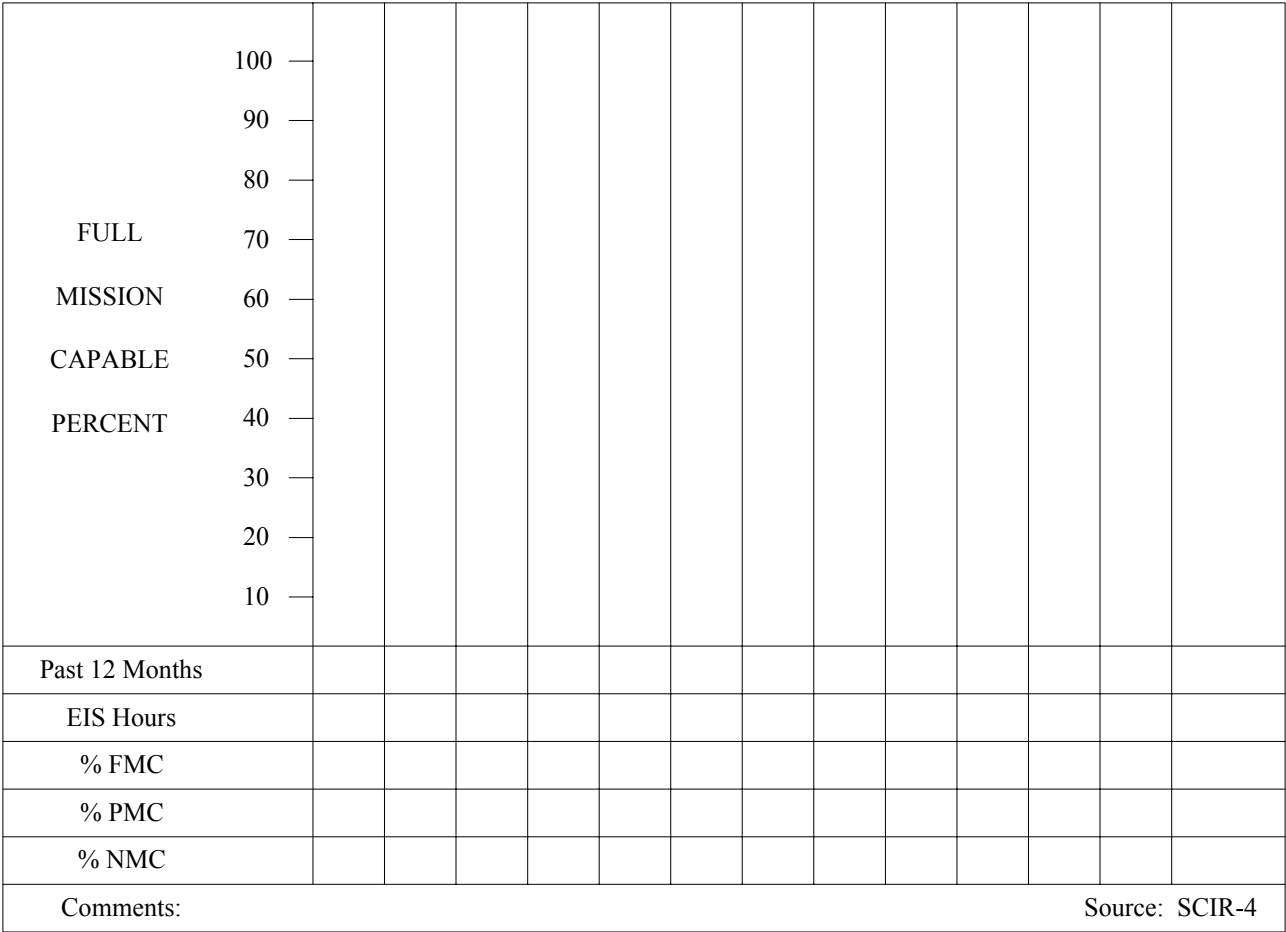
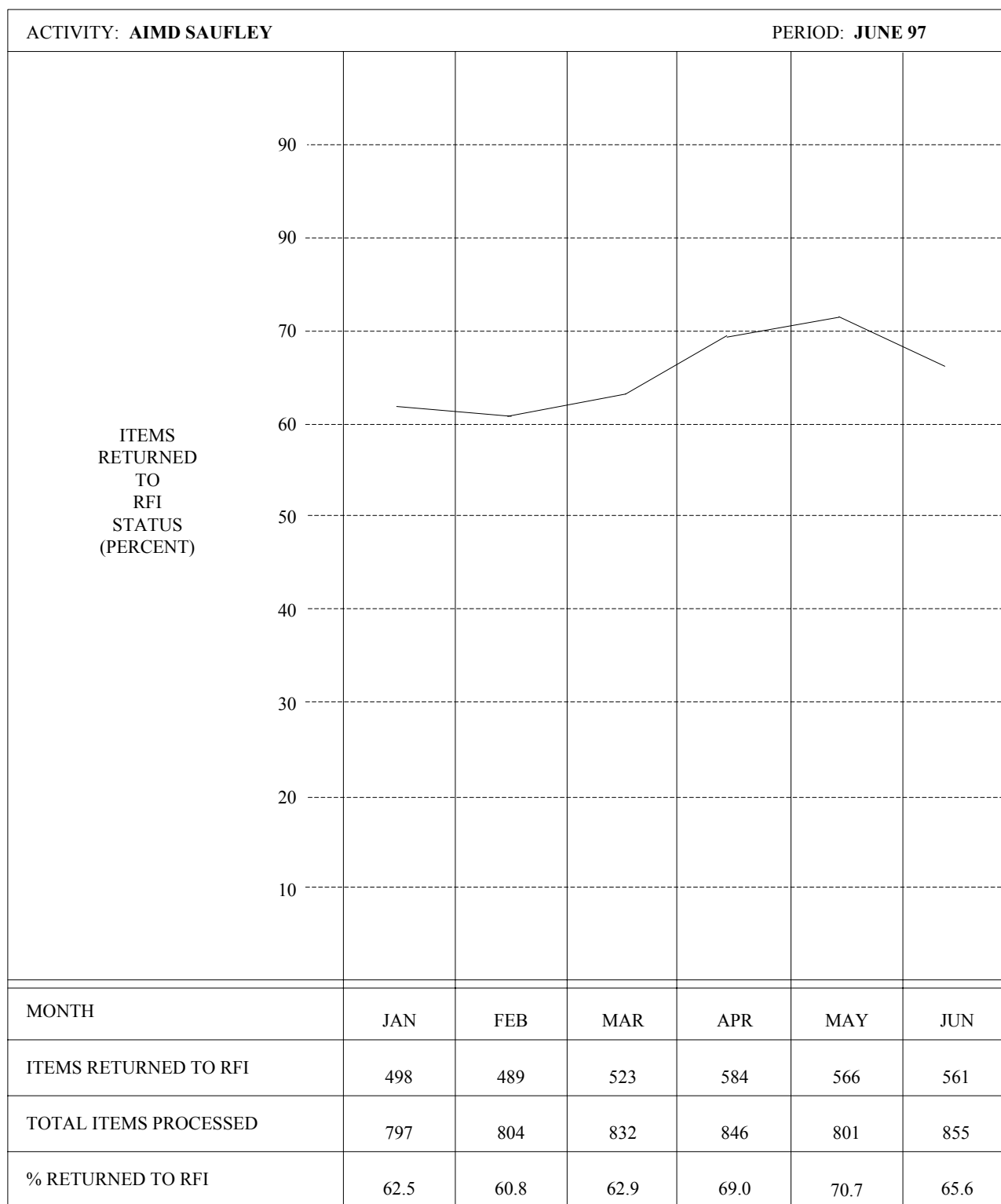


Figure 4-12: Mission Capability Trend Chart

SHOP REPAIR DATA TABLE						ACTIVITY: AIMD SAUFLEY								PERIOD: JUNE 97			
ACTION TAKEN	41A	51A	52A	52B	52C	61A	61B	62A	62B	63A	64A	65S	69A		TOTAL	% OF TOTAL	
	← WORK CENTERS →														→		
(1)	A									56	27	51	3		137	16.0	
(2)	B							1		2		6			9	1.1	
(3)	C	1	3			3	2	9	3	273	100	20	1		415	48.5	
(4)	Z														0	0.0	
(5)	1		2	4	1	22	2	19	2	6	10	111	2		181	21.2	
(6)	2			1	2	6	1	3	6	6	4	11	1		41	4.8	
(7)	3									1					1	0.1	
(8)	4					5	1	1	2	1					10	1.2	
(9)	5														0	0.0	
(10)	6							1		1			1		3	0.4	
(11)	7					1									1	0.1	
(12)	8														0	0.0	
(13)	9					14		11	12	1	1	10	7		56	6.7	
(14)	OTHER														0	0.0	
(15)	TOTAL	1	5	5	2	7	46	5	45	25	347	142	209	15	855		
(16)	SUM OF AT A + B + C + Z	1	2	0	0	0	3	2	10	3	331	127	77	4	561		
(17)	% RETURNED TO SERVICE	100.0	60.0	0.0	0.0	0.0	6.5	40.0	22.2	12.0	95.4	88.8	36.8	26.7	65.6		

SOURCE: MDR-7

Figure 4-13: Shop Repair Data Table (Sample Format)



SOURCE: MDR-7

Figure 4-14: Trend Chart for Items Returned to RFI Status (Sample Format)

FMC				
EOC	SUBSYSTEM / EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				
PMC				
EOC	SUBSYSTEM / EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				
NMC				
EOC	SUBSYSTEM / EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				
Comments:				
SOURCE: SCIR-5-1				

Figure 4-15: High-Five EOC Degradation by Mission Capability Category Chart

## CHAPTER 5 - Organizational Level Maintenance Data System Functions and Responsibilities

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## CHAPTER 5 - Organizational Level Maintenance Data System Functions and Responsibilities (NALCOMIS)

### 5.1 Maintenance Control Operating VIDS

a. The function of management has been defined as the "efficient attainment of enterprise objectives". Maintenance has been defined as "all actions taken to retain material in a serviceable condition or to restore it to serviceability". When these are combined, we can define maintenance management as "the actions necessary to retain in or restore material or equipment to a serviceable condition with an optimum expenditure of resources".

b. It is the responsibility of all maintenance managers to manage their resources in an efficient manner. To accomplish this task they shall maintain control of the various elements within their area of responsibility. Effective control is dependent upon the availability of current status information on these elements. The VIDS provides this information.

c. The VIDS is designed to require minimum manpower and paperwork, yet produce maximum status information necessary for the control of maintenance. Communication between Maintenance Control, work centers, and Material Control is essential to ensure the successful operation of the VIDS. Each time a change of job status occurs, for example, from in work to AWM, and from in work to AWP, Maintenance Control shall be notified immediately by the Work Center Supervisor.

d. The maintenance manager is concerned with aircraft status, operational commitments, aircrew personal protective equipment status, SE status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an O-level activity this central point is Maintenance Control.

(1) The MMCO shall be responsible for the overall management of the production effort. This responsibility is exercised primarily through the various Production Division officers/supervisors.

(2) Production Division officers shall be responsible for the actual productive effort within their divisions. They shall keep the MMCO informed of any problems that can affect the department's/division's output.

(3) The VIDS is a management tool that provides a graphic display of vital, up-to-date information on a continuing basis. The system correlates all aircraft status information, particularly NMCS/PMCS, flyable discrepancies, nonaircraft related discrepancies, for example, aircrew PPE and SE, and assigns a relative importance to each item. The ability to review the overall situation and determine what resources are available enables the aircraft MO and MMCO, or supervisor, to carry out their duties more effectively and efficiently.

#### 5.1.1 Hardware

a. VIDS boards are enlarged cardex type pockets for the visual display of weapon system status. Each pocket is overlapped by the one above so that approximately 3/8-inch strip is visible at the bottom of the pockets. Boards are currently available in three sizes; 100, 50, and 25 pocket.

b. Maintenance Control VIDS Board (Figures 5-1 through 5-6). This board provides the current IN WORK, AWM, and AWP status of each aircraft, miscellaneous equipment, for example, aircrew personal protective equipment and SE, and displays scheduled and unscheduled maintenance including discrepancies, parts on order, aircraft configuration, current workload, and manning of each work center.

c. Items used for operation of the VIDS system, such as signal tabs, file containers, replacement pockets for the VIDS boards, and three ring binders, may be obtained through the Navy Supply System or open purchase procurement.

### **5.1.2 General Procedures**

a. Information Display Requirements. Efficient management of the maintenance effort requires that certain information concerning the activity's resources be available. The range and depth of information requirements are determined by such factors as mission, size, and the physical layout of facilities. For purposes of standardization and to ensure the minimum information requirements are displayed, the following guidelines will be considered:

- (1) Number of aircraft assigned.
- (2) Current aircraft discrepancy status.
- (3) Aircraft configuration.
- (4) Aircraft airframe/engine component time.
- (5) Work center loading.
- (6) Work center manning.
- (7) Projected flights.
- (8) Maintenance requirements.
- (9) Anticipated board format.

b. Prior to actual establishment of the VIDS boards, a determination shall be made about what method will be used to display types of discrepancies or maintenance actions, for example, by use of color signal tabs, color fillers within the pockets, NMC or PMC signs, or other methods desired locally. Depending upon the method chosen, additional pockets may be required to indicate discrepancies which do not result in NMC or PMC categories. The following display methods are provided for guidance:

- (1) RED tab, RED filler, NMC tab or sign. Denotes a discrepancy which places the aircraft in an NMC category.
- (2) BLUE tab, BLUE filler, PMC tab or sign. Denotes a discrepancy which places the aircraft in a PMC category.
- (3) No color tab, no color filler, no NMC or PMC tab or sign. Denotes a discrepancy that does not affect the NMC or PMC categories.

c. Board Setup. It is not mandatory to set up the VIDS boards in the exact formats contained in figures Figures 5-1 through 5-6. However, IN WORK, AWM, and AWP status shall be visually displayed by aircraft bureau/side number and, in the case of nonaircraft related discrepancies, for example, aircrew PPE and SE, a miscellaneous section will be used and discrepancies will be displayed by work center number or by TEC and serial number/aircrewman's identification number. A separate board for miscellaneous equipment may be used, if desired. Use of three pockets for each aircraft is recommended. However, some types of aircraft, activities, or board formats may require more than three pockets. This shall be determined by each individual activity.

d. **Maintenance Control** will maintain an **ADB** for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by **BUNO** for at least the last 10 flights. All aircrew, ground crew, and fix phase **MESM** coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe and successful mission. For phase or **special inspections**, only the control document representing all look phase actions needs to be displayed in the ADB. The ADB shall accurately reflect the status of all pending maintenance requirements as shown on the Maintenance Control and work center VIDS boards. The ADB for each specific BUNO shall be validated for completed and outstanding MAFs before certifying the aircraft safe-for-flight. Paragraph 5.1.3 provides procedures for control of the documents in the ADB.

**NOTES: 1. When a special inspection is completed, the control document, MAF Copy 3, will be retained in the ADB for 10 subsequent flights or until completion of the next like special inspection.**

**2. Equipment Discrepancy Books for **AMCM** equipment will be maintained by the AMCM Systems Maintenance Department Maintenance Control using the instructions for ADBs.**

### 5.1.3 Operating Procedures

a. There are several methods of operating the VIDS system in an **O-level** maintenance activity, but only the current discrepancy status display method is described (**Figures 5-1 through 5-6**). With this method, it is possible to maintain control of maintenance without requiring extensive communication. Regardless of the type of display, **MAINTENANCE CONTROL MUST BE IN CONTROL OF MAINTENANCE** to ensure successful operation. Information shall flow expeditiously among Maintenance Control, Material Control, and the **work center**. Each time the status of a discrepancy changes, Maintenance Control shall be notified immediately. **Figure 5-7** contains a flow chart of the VIDS procedures. **Figure 5-8** shows procedures for inducting **SE** and organizational **IMRL** items into the **IMA** for unscheduled or scheduled maintenance.

b. The Maintenance Control Supervisor will verify the status board with the various work centers at least daily. The supervisor will then determine which work centers have the capability to handle incoming discrepancies. Based on that decision, the following phases shall be conducted to ensure efficient operation and availability of maximum information.

(1) **MAF** Initiation. Upon completion of the flight, the pilot/aircrew initiates a MAF for each discrepancy annotating the blocks listed below. For discrepancies discovered by other than pilot or aircrew, the form will be initiated by the person who discovered the discrepancy. In the case of When Discovered Code O, Maintenance Control will fill in the blocks listed below.

(a) DISCREPANCY.

(b) PILOT/INITIATOR. The name and rank or rate of the originator of the discrepancy is printed in this block.

(c) RECEIVED-DATE-TIME.

(d) **BUNO**.

(e) UP OR DOWN ARROW (circle as applicable to indicate aircraft status).

(f) WHEN DISCOVERED CODE.

(2) Maintenance Control reviews each MAF with the pilot or initiator to ensure the blocks in paragraph 5.1.3b(1) have been annotated. The following additional blocks are then annotated by Maintenance Control:

- (a) TYPE EQUIP.
- (b) TYPE MAINT.
- (c) JCN.
- (d) W/C.
- (e) QA REQD (applicable only when a QAR is required).
- (f) C/F REQD (applicable only when a FCF is required).

(3) Maintenance Control completes and reviews the required entries, places MAF Copy 3 in the applicable VIDS board column, and forwards Copy 2 to QA. Copies 1 and 5 are then sent to the appropriate work center. Copy 4 is placed on the right side of the ADB where it shall remain as long as the discrepancy remains outstanding, regardless of the flight to which it applies.

(a) When corrective action has been completed, Maintenance Control verifies MAF Copy 1 and transcribes applicable data to Copies 3 and 4. Copy 3 is then placed on the left side of the ADB where it shall remain for 10 subsequent flights following the completion date or beneath the Aircrew Personal Equipment Record (as appropriate). Copy 4 is removed from the right side of the ADB and forwarded to QA for trend analysis and other local use.

(b) When parts or materials are required, the Maintenance Control Supervisor will assign the appropriate project code and priority designator to Copy 1 of the MAF, and forward the MAF to Material Control. Refer to DOD 4140.1-R for proper application of priority designators and NAVSUP Publication 485 for project codes.

(c) Maintenance Control removes Copy 3 after 10 subsequent flights, when it may be destroyed, provided a completed Copy 1 has been processed and is in the historical file.

(d) Flights shall be separated by the Aircraft Inspection and Acceptance Record (OPNAV 4790/141). Use of this form is described in Volume I.

(4) Repair Cycle Documentation

(a) Received Line. The Work Center Supervisor enters, in block B16, the alpha character of the EOC code that best describes the current mission capability, if applicable. "Received" is automatically considered to be in a maintenance status.

(b) In Work Line. The work center enters the Julian date and time work was begun on the maintenance action. This date and time shall be equal to or later than the date and time on the "Received" line. The Work Center Supervisor enters, in block B27, the alpha character of the EOC code, if applicable, that best describes the mission capability of the aircraft when work began. "In Work" is automatically considered to be in a maintenance status.

(c) Completed Line. The work center enters the Julian date and time the maintenance action was completed. This date and time shall be the latest date and time entered in the repair cycle. Since the "Completed" line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

(5) When notified of an AWP situation by the work center, Maintenance Control shall enter S in the appropriate job status block and fill in appropriate date, time, and alpha character of the EOC code blocks.

Maintenance Control also fills in the **PROJ**, **PRI**, and requisition number blocks in the Failed/Required Material section and moves the form to the appropriate column on the VIDS board.

(6) When notified of a change from AWP to **AWM** status, Maintenance Control shall enter an M in the Maintenance/Supply Record with the Julian date, time of status change, and the alpha character of the EOC code and move the MAF to the appropriate column on the VIDS board.

(7) When notified of an EOC code change, Maintenance Control shall enter an M in the Maintenance/Supply Record with the Julian date, time of code change, and applicable alpha character of the EOC code and move the MAF to the appropriate column on the VIDS board.

(8) In addition to the above, Maintenance Control shall:

- (a) Maintain current aircraft status on the VIDS board.
- (b) Maintain current equipment status.
- (c) Maintain cognizance of all incomplete maintenance actions.
- (d) Take actions necessary for reporting configuration, material readiness, and flight data.

(e) Brief pilots and aircrew prior to an FCF through the use of appropriate QA and work center personnel (as required) to describe the maintenance performed, the requirements for that particular flight, and the expected results.

(f) Monitor **SCIR** data repair cycle and maintenance/supply record on MAF Copies 3 and 4.

(g) Comply with all maintenance documentation actions assigned to Maintenance Control in **Chapter 6**.

#### 5.1.4 Phase Maintenance Procedures

a. When an aircraft is inducted into a **phase inspection**, **Maintenance Control** and the inspection supervisor shall remove all the **MAFs**, except the inspection control document, from the Maintenance Control **VIDS** board, and place them on the inspection work center's VIDS board. Activities using an individual VIDS board for each aircraft may issue the Maintenance Control VIDS board to the inspection Work Center Supervisor in lieu of removing and replacing MAFs.

b. When **Maintenance Control** is notified that the inspection has been completed, it will return the MAF registers to the appropriate columns of the Maintenance Control VIDS board and indicate if an **FCF** is required.

c. All cannibalization actions shall be authorized and directed by Maintenance Control.

#### 5.1.5 Historical Files

a. Completed and processed **MAF** Copy 1s are to be retained by Maintenance Control for a minimum of 6 months from the completed date, block B30.

b. Historical file requirements are as follows:

(1) Aircraft Inspection File. This file is maintained for each **BUNO** and should be arranged to group the control, look, and fix phase documents for a given inspection. Documents in support of a phased or **special inspection** will be retained for one complete inspection cycle or 6 months, whichever is greater.

Conditional inspection documents will be maintained in this file for a minimum of 6 months from the completion date.

(2) Aircraft General File. This file will be maintained by BUNO in JCN sequence and grouped by month of completion (block B30). Individual units have the option of establishing local files by work center as long as the above filing order is maintained. Contents will include all other aircraft and engine MAFs. MAFs that are SCIR related with Action Taken Code N will be retained for a minimum of 6 months from the completed date.

(3) TD Compliance File. This file will be maintained by BUNO for a minimum of 6 months from the completed date (block B30).

**NOTE: Upon aircraft transfer, ensure the aircraft inspection, TD compliance, and general files are forwarded with the aircraft.**

(4) Miscellaneous File. This file will contain all non-BUNO MAFs and may be separated by TEC, SER, or JCN, as decided by the local command.

(5) Aircrewman's Flight Equipment File. Each aircrewman shall have a separate file containing the Aircrew Personal Equipment Record and required Aircrew Systems Records. Completed MAF Copy 1 for all maintenance performed on this equipment shall be retained in this file for 6 months per Volume I.

(6) SE File. Completed MAFs Copy 1 shall be filed by Maintenance Control for a minimum of 6 months from the completed date (Block B30). Documents in support of PM inspections will be maintained for 6 months or one complete inspection cycle whichever is greater. This file will be arranged in sequence of equipment nomenclature, serial number, and JCN, that is, JCN within serial number within nomenclature. These files and all outstanding discrepancy MAFs shall accompany SE that is transferred or temporarily loaned to another activity.

#### 5.1.6 Naval Flight Record Subsystem

a. NAVFLIRS provides a standardized Department of the Navy flight activity data collection system. The Naval Aircraft Flight Record (OPNAV 3710/4) consists of an original and two no carbon required copies. All three copies contain identical information. Procedures for filling out the form are outlined in OPNAVINST 3710.7.

b. Procedures for processing completed Naval Aircraft Flight Records by Maintenance Control are as follows:

(1) Navy Procedures. A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander's signature certifies completeness and accuracy of the form. Maintenance Control screens the Naval Aircraft Flight Record and transcribes applicable data into aircraft logbooks. Operations Department personnel will screen it and transcribe information into aviator logbooks. Copies 1 and 3 will be forwarded to the analyst. Upon receipt of Copies 1 and 3, the analyst will submit Copy 1 with a document control form to the supporting NDCSC for data entry. Copy 3 will be passed to Maintenance Control for filing. Copy 2 will remain in operations as a suspense copy until Copy 1 is returned following data entry, then Copy 1 will replace Copy 2 and be retained for the master flight files. The analyst will receive four copies of the NAVFLIRS DAR; one copy for the analyst, one copy for Maintenance Control, and two copies for the Operations Department. Maintenance Control screens the DAR, annotates errors for correction, and signs the report. The signed copy of the DAR is returned to the analyst (the activity NAVFLIRS coordinator). The analyst compares the DARs received from Maintenance Control and the Operations Department, reconciling any difference between common data elements. A consolidated, corrected DAR is returned to the NDCSC for processing. Corrected records will appear on the next DAR.



Ensuring the validity of NAVFLIRS data requires complete coordination between the analyst, Maintenance Control, and the Operations Department.

(2) Marine Corps Procedures. A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander signs it, certifying completeness and accuracy. The operations duty officer screens the Naval Aircraft Flight Record for completeness and accuracy and passes it to operations personnel. The Naval Aircraft Flight Record is screened by operations personnel and separated. The Operations Department will use Copy 1 for further data entry and for transcription into aviators' logbooks. Copy 2 will be used as a suspense file copy until Copy 1 is returned to operations for retention in the Master Flight Files. Copy 3 is sent to Maintenance Control for transcription into aircraft logbooks and filing. The activity receives four copies of the DAR; one copy for the analyst, one copy for Maintenance Control, and two copies for operations. Maintenance Control screens the DAR, annotates errors for correction, and signs the report. The signed copy of the DAR is returned to the operations chief who acts as the activity NAVFLIRS coordinator. The operations chief compares the DARs received from Maintenance Control and the Operations Department, reconciling any differences, and returns the copy to Maintenance Control. The consolidated corrections report is used to correct NAVFLIRS records using an applicable data entry device. Corrected records will appear on the next DAR. Ensuring the validity of NAVFLIRS data requires coordination between Maintenance Control and the Operations Department.

(3) Naval Aircraft Flight Record Files. Copy 3 shall be retained by Maintenance Control until monthly reports are received and verified, then filed for a minimum of 3 months.

### 5.1.7 MAF Work Request

a. This form is used by supported maintenance and supply activities to request work or assistance from the [I-level](#) that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The [MAF](#) work request is prepared and processed per [Chapter 9](#).

b. The MAF work request is used primarily for, but not limited to:

(1) Request check, test, and service of items removed from an aircraft, equipment, or [SE](#) for scheduled maintenance when requested work is beyond the capability of the requesting activity.

**NOTE:** Work requests for items removed for check, test, service, and local manufacture or fabrication shall be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's [Production Control](#) Supervisor. Batteries removed for check, test, or service will be documented per [Chapter 6](#).

(2) Induct items that are not part of an aircraft or [SE](#), for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes, that require check, test, and service.

(3) Induct items from Supply for check, test, and service.

(4) Induct items from Supply for buildup, such as engines, [QECKs](#), and wheel and tire assemblies that are beyond the supply activity's capability.

(5) Induct items not having a [WUC](#) or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

(6) Request [NDI](#) either on-site or at I-level, when a [TD](#) is not involved.

(7) Induct items for ready for issue certification prior to reinstallation in aircraft returned from [SDLM](#).



### 5.1.8 Maintenance Division Officers

It is incumbent upon all division officers to have thorough familiarity with machine reports concerning the division and to be capable of interpreting these reports. Refer to [Chapter 3](#) for detailed descriptions of these reports.

## 5.2 Maintenance Control Operating NALCOMIS

a. The function of management has been defined as the "efficient attainment of enterprise objectives". Maintenance has been defined as "all actions taken to retain material in a serviceable condition or to restore it to serviceability". When these are combined, we can define maintenance management as "the actions necessary to retain in or restore material or equipment to a serviceable condition with an optimum expenditure of resources".

b. It is the responsibility of all maintenance managers to manage their resources in an efficient manner. To accomplish this task they shall maintain control of the various elements within their area of responsibility. Effective control is dependent upon the availability of current status information on these elements. [NALCOMIS](#) provides this information.

c. NALCOMIS significantly reduces the administrative burden and produces up-to-date status information necessary for the control of maintenance. Communication between [Maintenance Control](#), [work centers](#), and Material Control is essential to ensure successful operation. Each time a change of job status occurs, for example, from in work to awaiting maintenance, and from in work to awaiting parts, Maintenance Control shall be notified and NALCOMIS updated immediately by the Work Center Supervisor.

d. The maintenance manager is concerned with aircraft status, operational commitments, aircrew personal protective equipment status, [SE](#) status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an [O-level](#) activity this central point is Maintenance Control.

(1) The [MMCO](#) shall be responsible for the overall management of the production effort. This responsibility is exercised primarily through the various Production Division officers/supervisors.

(2) Production Division officers shall be responsible for the actual productive effort within their divisions. They shall keep the MMCO informed of any problems that can affect the department's/division's output.

(3) NALCOMIS is a management tool that provides vital, realtime information on a continuing basis through online visual display and reports. The system correlates all aircraft status information, particularly [NMCS/PMCS](#), [flyable](#) discrepancies, nonaircraft related discrepancies, for example, aircrew personal protective equipment and SE, and assigns a relative importance to each item. The ability to review the overall situation and determine what resources are available enables the [MO](#) and MMCO, or supervisor, to carry out their duties more effectively and efficiently.

**NOTE:** Commands using [NTCSS Optimized OMA](#) NALCOMIS will refer to the NTCSS [OMA-SAM](#) for aircraft mishap procedures.

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### 5.2.1 Hardware

a. [NALCOMIS](#) consists of a host computer linked to workstations by a [LAN](#). This allows maintenance managers to enter data and obtain standardized information in support of the maintenance effort.

b. Items used for the operation of NALCOMIS, for example, paper and printer ribbons, may be obtained via the Navy Supply System/open purchase.

### 5.2.2 General Features

a. General features of **NALCOMIS OMA** consist of functions to enter, collect, process, store, review, report, and interface data required by the **O-level**. Additional features include:

(1) Logins. Upon successfully connecting to NALCOMIS OMA, the user login and password shall be entered to identify and authenticate the user to the system. The unique user login and password will be validated against the data base by the operating system. All security relevant actions taken for example, system logon, logoff, and data file access may be recorded in the audit trail.

(2) Screens. NALCOMIS OMA screens consists of several major sections: headings, information/questions, data, display message, function keys, and status. On screen help is provided throughout the system.

(3) Query. The query options allow all users the ability to view data in the major subsystems, **MAF** queries, flight queries, logs and records queries, and asset queries.

(4) Reports. NALCOMIS OMA provides the ability to print several formatted reports. The reports cover all the major subsystems, for example, maintenance, flight, and logs and records.

(5) Ad hoc. This utility allows users the ability to create reports to their specific needs, for example, trend analysis and work center manpower utilization.

b. **NALCOMIS** Reports. Reports are the primary management tool. Maintenance managers, such as **Maintenance Control** Supervisors and Work Center Supervisors, will manage their production efforts using various reports. Most commonly used are the Aircraft/Equipment Work Load Report (**Figure 5-9**) and Work Center Work Load Report (**Figure 5-10**) which provide the following information: work center, **TEC**, **MODEX**, **BUNO**, **MCN**, **JCN**, **A/C** Equip status, job status, **EOC**, **WUC**, system reason, **DDSN**, project code, supply status, date received, and totals at end of report.

c. **ADB**. Maintenance Control will maintain an ADB for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by BUNO for at least the last 10 flights. All aircrew, ground crew, and fix phase **MESM** coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe and successful mission. For phase or **special inspections**, only the control document representing all look phase actions needs to be displayed in the ADB. The ADB shall accurately reflect the status of all pending maintenance requirements as displayed in the NALCOMIS data base, the Maintenance Control Supervisor will verify the ADBs with NALCOMIS at least daily. The ADB for each specific BUNO shall be screened for accuracy of completed and outstanding MAFs before Maintenance Control certifies the aircraft safe-for-flight.

**NOTES: 1. When a special inspection is completed, the control document will be retained in the ADB for 10 subsequent flights or until completion of the next like special inspection.**

**2. Equipment Discrepancy Books for **AMCM** equipment will be maintained by the AMCM Systems Maintenance Department Maintenance Control using the instructions for ADBs.**

### 5.2.3 Operating Procedures

a. **MAINTENANCE CONTROL** MUST BE IN CONTROL OF MAINTENANCE to ensure successful operation. Information shall flow expeditiously among Maintenance Control, Material Control, and the **work center**. Each time the status of a discrepancy changes, Maintenance Control shall be notified immediately.

b. [Figures 5-11](#) and [5-12](#) contain flow charts of [NALCOMIS MAF](#) procedures. The Maintenance Control Supervisor will determine which work centers have the capability to handle incoming discrepancies. Based on that decision, the following phases shall be conducted to ensure efficient operation and availability of maximum information.

(1) MAF Initiation. Upon completion of the flight, the pilot/aircrew initiates a MAF for each discrepancy. For discrepancies discovered by other than pilot or aircrew, the MAF will be initiated by the person who discovered the discrepancy. In the case of When Discovered Code O, [Maintenance Control](#) will initiate the MAF. NALCOMIS prompts the user for required data fields during MAF initiation. The JCN is automatically assigned when the MAF is approved. The Type MAF Code, [TEC](#), [BUNO](#), T/M, [MODEX](#), received date, and received time are pre-filled. The received date and time can be changed. Work center, discrepancy, initiator, and up/down status field shall be filled in prior to saving to the data base. All other fields are optional.

(2) Maintenance Control awaiting JCN assignment. Upon reviewing MAFs, Maintenance Control has the option to modify all fields of the MAF. Upon MAF approval, the MAF is ready to be printed.

(3) Maintenance Control prints a two part MAF. Once the MAF is printed the original copy is placed on the right side of the [ADB](#) and shall remain as long as the discrepancy remains outstanding. A carbon copy is routed to the appropriate work center. Work centers shall retain the carbon copy until it appears on the next Work Center Work Load Report.

(a) When corrective action has been completed, Maintenance Control reviews, approves, or rejects MAFs. Upon approval of MAF completion, Maintenance Control prints a two-part MAF. The original completed copy is then placed on the left side of the ADB where it shall remain for 10 subsequent flights following the completion date. The outstanding copy is removed from the right side of the ADB and discarded. The completed carbon copy is retained for historical files.

(b) When parts or materials are required, the Maintenance Control Supervisor will enter the appropriate project code and priority designator on the MAF, using the project/priority assignment online process. The MAF is electronically forwarded to Material Control's [DDSN](#) assignment online process. Refer to [DOD 4140.1-R](#) for proper application of priority designators and [NAVSUP Publication 485](#) for project codes.

(c) Flights shall be separated by the Aircraft Inspection and Acceptance Record (OPNAV 4790/ 141). Use of this form is described in [Volume I](#).

c. Repair Cycle Documentation

(1) Received Line. The Work Center Supervisor enters the alpha character of the [EOC code](#) that best describes the current mission capability (if applicable) in job status update. "Received" is automatically considered to be in a maintenance status. The Work Center Supervisor has the capability to modify entered data.

(2) In Work Line. The work center enters the job status in the job status update and has the capability to modify pre-filled date/time. The work center enters the alpha character of the EOC code (if applicable) that best describes the mission capability of the aircraft when work began. "In Work" is automatically considered to be in a maintenance status.

(3) Completed Line. The job status code of [JC](#) is automatically applied when the work center enters the completed date/time and "Corrected By" (electronic) signature. This date and time can not be modified without reinducting the MAF. Since the "completed" line indicates the end of the maintenance action, it is neither Maintenance nor Supply status related and no EOC code applies.

d. When the MAF is placed in job status WP by Material Control, Material Control shall enter S in the Maintenance/Supply Record and fill in the appropriate date and time. The Work Center Supervisor shall ensure the appropriate EOC code is entered in the Maintenance/Supply Record.

e. When the MAF is changed from WP to M (series) status by Material Control, Material Control shall enter an M in the Maintenance/Supply Record with the Julian date and time of status change. The Work Center Supervisor shall ensure the appropriate EOC code is entered in the Maintenance/Supply Record.

f. Maintenance Control shall:

- (1) Maintain current aircraft status within NALCOMIS.
- (2) Maintain current equipment status.
- (3) Maintain cognizance of all incomplete maintenance actions.
- (4) Take actions necessary for reporting configuration, material readiness, and flight data.
- (5) Brief pilots and aircrew prior to an FCF through the use of appropriate QA and work center personnel (as required) to describe the maintenance performed, the requirements for that particular flight, and the expected results.
- (6) Monitor SCIR data repair cycle and maintenance/supply records on the MAF.
- (7) Comply with all maintenance documentation actions assigned to Maintenance Control (Chapter 6).
- (8) Review all end of month close out candidates and annotate new MCN in the ADB or replace existing MAF in ADB with the reinitiated MAF, and assist the analyst as required in performing SCIR end of month close out actions.
- (9) Full systems and data base backups are a major requirement of operating NALCOMIS OMA. Backups and restores shall be accomplished on a regular basis per OMA-SAM.

#### 5.2.4 Phase Maintenance Procedures

a. When an aircraft is inducted into a phase inspection, Maintenance Control and the inspection supervisor shall ensure all MAFs are properly documented into NALCOMIS, for example, work center change, FCF compliance, and QA required.

b. All cannibalization actions shall be authorized and directed by Maintenance Control.

#### 5.2.5 Historical Files

a. NALCOMIS activities will store completed MAF data in the NALCOMIS OMA data base for a minimum of 6 months from completion date, and documents in support of a phased or special inspections will be stored for one complete inspection cycle or 6 months, whichever is greater. NALCOMIS allows activities the option of storing up to forty-eight months of historical MAFs in the NALCOMIS data base. Activities implementing NALCOMIS shall retain paper historical MAF files until the NALCOMIS data base contains the required historical MAF files.

b. Historical file requirements for activities using paper MAFs are as follows:

(1) Aircraft Inspection File. This file is maintained for each BUNO and should be arranged to group the control, look, and fix phase documents for a given inspection. Documents in support of a phased or special inspections will be retained for one complete inspection cycle or 6 months, whichever is greater. Conditional inspection documents will be maintained in this file for a minimum of 6 months from the completion date.

(2) Aircraft General File. This file will be maintained by BUNO in JCN sequence and grouped by month of completion (block B30). Individual units have the option of establishing local files by work center as long as the above filing order is maintained. Contents will include all other aircraft and engine MAFs.

(3) TD Compliance File. This file will be maintained by BUNO for a minimum of 6 months from the completed date (block B30).

**NOTES:** 1. Upon aircraft transfer, ensure the aircraft inspection, TD compliance, general files, and electronic history data/ALS are forwarded with the aircraft or to the OOMA Electronic Repository (as applicable) per Volume I.

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2. Any time a NALCOMIS OMA transfers an aircraft to a non-NALCOMIS activity, the transferring activity shall produce a NALCOMIS OMA ad hoc Aircraft Transfer Report (Figure 5-13) and send it to the receiving activity. Refer to the OMA-SAM for specific procedures when transferring an aircraft to another NALCOMIS OMA.

(4) Miscellaneous File. This file will contain all non-BUNO MAFs and may be separated by TEC, SER, or JCN, as decided by the local command.

(5) Aircrewman's Flight Equipment File. Each aircrewman shall have a separate file containing the Aircrew Personal Equipment Record and required Aircrew Systems Records. Completed MAF Copy 1 for all maintenance performed on this equipment shall be retained in this file for 6 months per Volume I.

### 5.2.6 Naval Flight Record Subsystem

a. NAVFLIRS provides a standardized Department of the Navy flight activity data collection system. NALCOMIS automates the Naval Aircraft Flight Record (OPNAV 3710/4) and provides a single copy form. Procedures for filling out the form are outlined in OPNAVINST 3710.7.

b. A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander's signature certifies completeness and accuracy of the form. Maintenance Control screens the Naval Aircraft Flight Record and transcribes applicable data into aircraft logbooks. The NAVFLIRS will be forwarded to the analyst, via logs and records. Upon receipt of the NAVFLIRS, the analyst will submit it to operations to transcribe into aviators logbooks. NAVFLIRS data shall be extracted daily and submitted to the supporting NDCSC. Three months of historical NAVFLIRS data shall be retained in the active historical data base. The analyst will receive four copies of the NAVFLIRS DAR; one copy for the analyst, one copy for logs and records, and two copies for operations. Operations screens the DAR, annotates errors for correction, and signs the report. The signed copy of the DAR is returned to the analyst (the activity NAVFLIRS coordinator). The analyst reviews the DARs reconciling any difference between common data elements. A NAVFLIRS upline correction is performed as required, and data is submitted with the next days submission. Corrected records will appear on the next DAR. Ensuring the validity of NAVFLIRS data requires complete coordination between the analyst and the Operations Department.

### 5.2.7 MAF Work Request

a. This MAF work request is used by supported maintenance and supply activities to request work or assistance from the IMA that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The MAF work request is prepared and processed per Chapter 9.

b. The MAF work request is used primarily for, but not limited to:

(1) Request check, test, and service of items removed from an aircraft, equipment, or SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

**NOTE:** Work requests for items removed for check, test, service, and local manufacture or fabrication shall be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor. Batteries removed for check, test, or service will be documented per Chapter 6.

(2) Induct items that are not part of an aircraft or SE, for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes, that require check, test, and service.

(3) Induct items from Supply for check, test, and service.

(4) Induct items from Supply for buildup, such as engines, QECKs, and wheel and tire assemblies that are beyond the supply activity's capability.

(5) Induct items not having a work unit code or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

(6) Request NDI either on-site or at the IMA, when a TD is not involved.

(7) Induct items for ready for issue certification prior to reinstallation in aircraft returned from SDLM/PDM.

### 5.2.8 Maintenance Division Officers

It is incumbent upon all division officers to have a thorough knowledge of NALCOMIS and MDS reports concerning the division and to be capable of interpreting these reports. Refer to Chapter 3 for detailed description of MDS reports and to the applicable NALCOMIS user manual for detailed NALCOMIS report description.

### 5.2.9 Work Center Supervisors

a. If successful accomplishment of assigned tasks could be attributed to any one group of personnel, it would be the work center supervisors. Diligent supervision at the work center level includes rigidly adhering to the procedures and policies established by this instruction. To ensure the accomplishment of all assigned work, maximum efficiency shall be obtained and maintained in the use of manpower, material, and facilities. This can be most easily done within the work center by using the systems and programs in this chapter and NALCOMIS subsystems.

b. MDS Reports. The following outlines the daily and monthly MDRs the Work Center Supervisor monitors on a regular basis.

(1) DAR. This report is designed for the Work Center Supervisor to monitor the previous day's MAF submissions.

(2) Monthly Production Report (MDR-2). This report is a summation, by work center, of all maintenance actions, TD compliances, and data entered in the H-Z Failed/Required Material Block of the MAF.

**NOTE:** For a complete listing of all MDRs available from the NDCSC, including their uses and detailed instructions on those reports, refer to Chapter 3.



c. Data Accuracy. Throughout the MDS, accurate documentation shall be stressed. NALCOMIS provides online validation of MAF data and invalid MAF correction procedures. Each uncorrected erroneous document results in a loss of effectiveness of the data and of the system. The importance of complete and accurate data is further emphasized when Navy wide use of this data is considered. Work center supervisors, with assistance from the analyst, shall strive at all times for absolute accuracy. Invalid DARs (part two) shall be corrected daily and returned to the analyst. The analyst will resubmit the corrected data with the following day's data submissions.

d. The supervisor's signature signifies completion of the maintenance action, verification that tool control inventories were conducted at proper intervals, [QA](#) procedures were followed, and documentation is correct. If operating NALCOMIS, a supervisor's signature is not required for a [SCIR](#) end of month close out MAF. However, work center supervisors shall ensure all applicable data is complete before end of month close out action is taken.

e. Complete details for documentation of all portions of the MAF are in [Chapter 6](#).

f. Tool Control Program responsibilities are in [Volume V](#), Chapter 13.

MAINTENANCE CONTROL BOARD				CONFIGURATION	
BUNO SIDE NO.	IN WORK	AWM	AWP	1	2
				3	4
				5	6
				7	8
101	(C)	(D)	(E)	(F)	
(A)					
102					
103					
104					
(B)		(G)			
110	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				
120	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				
130	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				
140	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				
210	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				
220	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.				

BOARD LAYOUT: CURRENT DISCREPANCY STATUS DISPLAY METHOD

(A) BUNO/SIDE NO. - Space used to display the aircraft engine component time card(s) and information contained therein.

(B) WORK CENTER - Space used to display work center designations.

(C) Graduated space for displaying outstanding discrepancy registers that are in an "in-work" status.

(D) Graduated space for displaying outstanding discrepancy registers that are in an "awaiting maintenance" status.

(E) Graduated space for displaying outstanding discrepancy registers that are in an "awaiting parts" status.

(F) CONFIGURATION - Space used to display configuration of specific aircraft. Colored sliding tabs are used to indicate configuration status in accordance with the configuration key on the header. Space is provided for 8 items but can be subdivided to provide 16 configurations.

(G) MANPOWER INDICATOR - Space used to indicate number of personnel assigned to each work center, and the number of personnel available for work.

**Figure 5-1: O-Level Maintenance Control Board**



SIDE NO.		BUNO	
WC	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

**Figure 5-2: O-Level Maintenance Control Board (Using One Board Per Aircraft)**

SIDE NO.	IN WORK	AWM	AWP
201			
202			
203			
204			
205			
206			

Figure 5-3: O-Level Maintenance Control Board (Side Nos.)

SIDE NO. WC		IN WORK	AWM	AWP
201	110			
	120			
	130			
	210			
	220			
	230			
	310			
202	110			
	120			
	130			
	210			
	220			

**Figure 5-4: O-Level Maintenance Control Board (Side Nos. and W/Cs)**

MISC. SECTION WC	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

**Figure 5-5: O-Level Maintenance Control Board Miscellaneous Section (By W/C)**

MISC. SECTION				
TEC	SERNO	IN WORK	AWM	AWP
YPAA	BV8416			
	CB0011			
	DS5143			
	DW8084			
	GD5573			
	JC0194			
	JJ3684			
	KM2122			
	LE1351			
	PS6750			
	RP8911			
	SP9080			

**Figure 5-6: O-Level Maintenance Control Board Miscellaneous Section (By TEC and SERNO)**

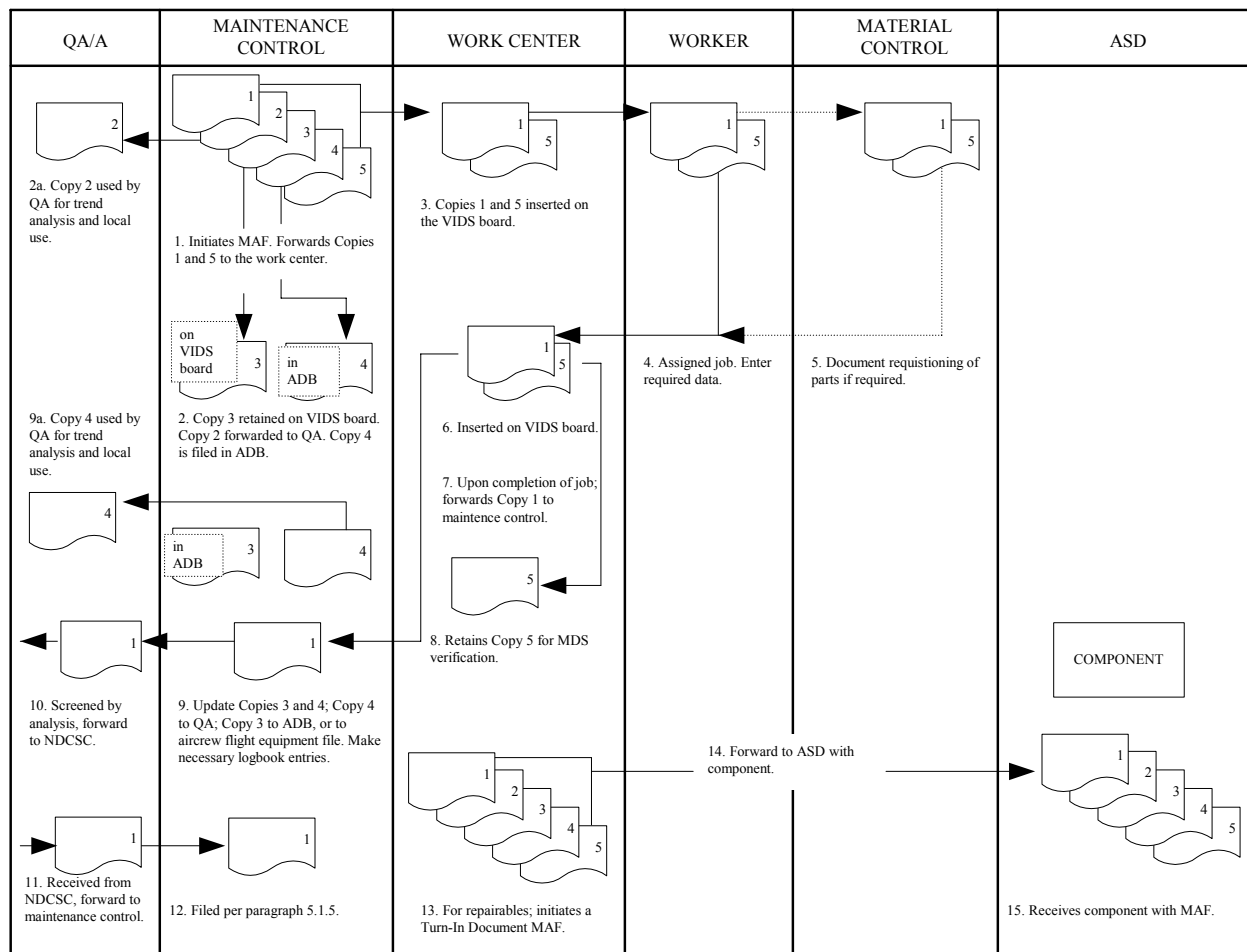


Figure 5-7: O-Level Maintenance MAF Document Flow Chart

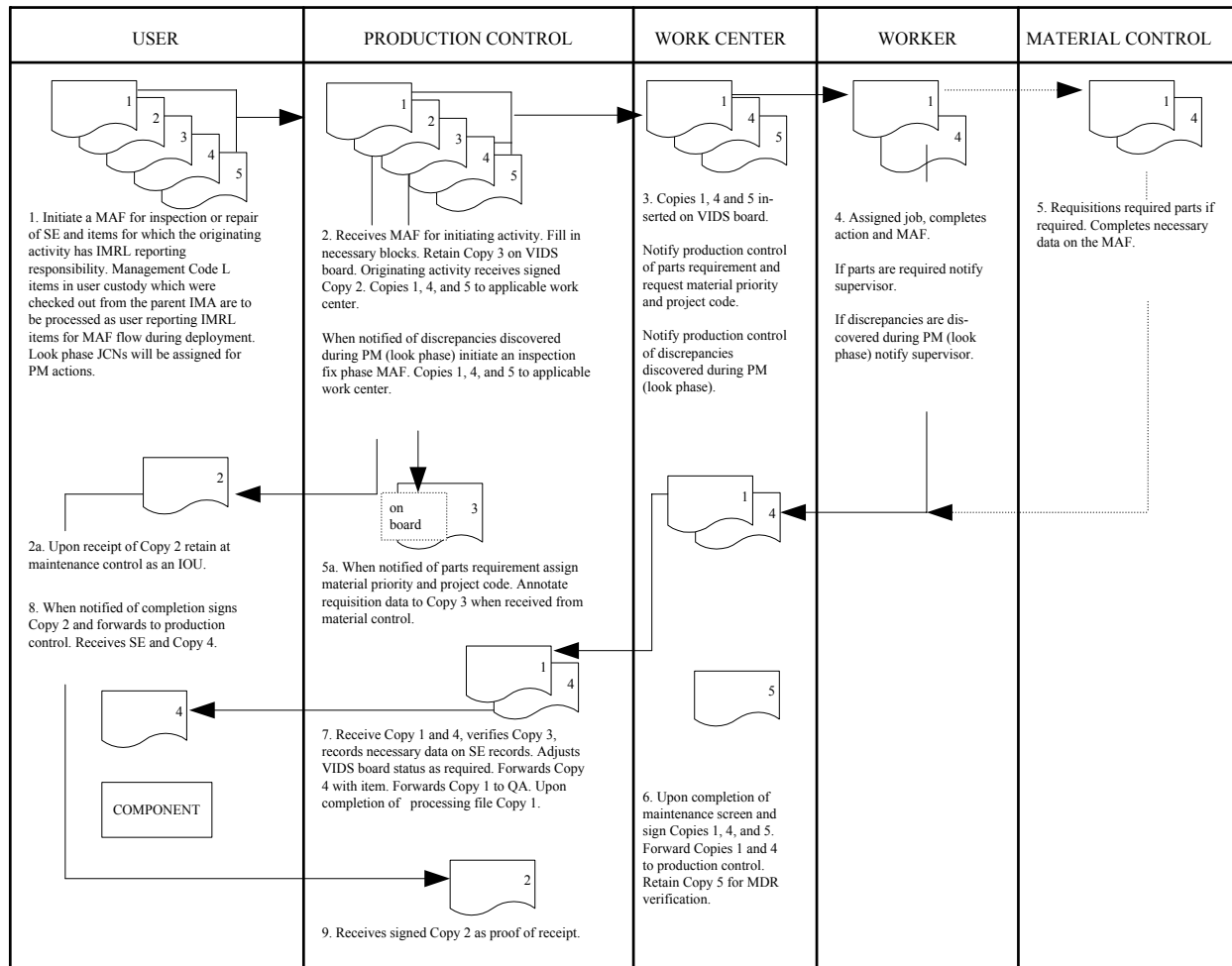


Figure 5-8: MAF Flow for O-Level IMRL Reported SE

ORG: VF-101										NALCOMIS OMA										DATE : 18 FEB 97	
AIRCRAFT/EQUIPMENT WORK LOAD REPORT										TIME : 0911		RFQ BY : P GOTT		PAGE : 1							
WORK CENTER	TEC	MODEX	BUNO	MCN	JCN	ACFT/ EQUIP STATUS	JOB STATUS	EOC	WUC	SYSTEM REASON	DDSN	PROJECT CODE	SUPPLY STATUS	DATE RCVD							
020	AFWC	114	162913	AC14YD2 AC14WYD	AC1003014 AC1361021	* D * * D *	IW M3	030000A 030000A	7 DAYS DD: 97009 14 DAYS DD: 97002												
110	AFWC	114	162913	AC14K5W AC14K9H AC14OLQ AC14RBV AC14W49 AC14W4A AC14Z0J	AC1301233 AC1301315 AC1320196 AC1331193 AC1354079 AC1354080 AC1049003	U U U U U U U	IW M3 M8 M3 M3 IW WP	2770021	VENT CRACK P GANG DRAIN BRK CRACKED TURKEY FEATH IDG SIGHT GLASS PUNCH IN PNL PFEC PUNCH PT ENG OIL LEAK	6320D462	AK1	334COMP	96334								
12C	AFWC	114	162913	AC140P8 AC140PB AC14W1D AC14W1F AC14W1G AC14W1H	AC1321074 AC1321076 AC1353025 AC1353026 AC1353027 AC1353028	U U U U U U	M3 M3 M3 IW IW M3		WALKWAY PNLS NONSKID DAILY DOOR LATCH R/R PT NACELLE R/R STBD NACELLE R/R PT OWF RAILS R/R STBD OWF RAILS	7049GY06	AK7	049BBN32									
13B	AFWC	114	162913	AC14IDR	AC1294106	U	M3		LINING STRIP												
141	AFWC	114	162913	AC14YCZ	AC1003014	* D *	IW	030000A	7 DAYS DD: 97009												
142	AFWC	114	162913	AC14YD0	AC1003014	* D *	IW	030000A	7 DAYS DD: 97009												
143	AFWC	114	162913	AC14WY8	AC1361021	* D *	M2	030000A	14 DAYS DD: 97002												
220	AFWC	114	162913	AC14Z08 AC14LP1 2ZC10NJ	AC1048001 AC1306081 AC1342706	* D * U U	IW M2 M3	Z 44140	(S) ANTI COLL LITE INOP COMPASS EVAL DUE FLAP LT	7049GY69 7005GY74	AK0 AK0	048COMP 005COMP	97049 97005								

Figure 5-9: NALCOMIS OMA Aircraft/Equipment Work Load Report



ORG	:	VF-101	NALCOMIS OMA						DATE	:	18 FEB 97		
WORK CENTER	:	120	WORK CENTER WORK LOAD REPORT						TIME	:	0907		
									RFQ BY	:	P GOTT		
									PAGE	:	1		
MODEX	BUNO	TEC	MCN	JCN	ACFT/ EQUIP STATUS	JOB STATUS	EOC	WUC	SYSTEM REASON	DDSN	PROJECT CODE	SUPPLY STATUS	DATE RCVD
114	162913	AFWC	AC14K5D AC14L5U AC140MX AC14W3N AC14W30 AC14X92 AC14XN3	AC1301220 AC1302007 AC1320A10 AC1354057 AC1354058 AC1361098 AC1362174	U U U U U U U	IW M3 IW M3 IW M3 M3		AIRBAG LINE(S) SPONSON RUD BLOCK WORN SCREW MISS SPOILER MOD PN AUXFLAPDISBOND AUXFLAPDELAM CRACK HINGES STRBD HYD LEAK PORT RAMPS					
120	159452	AFWC	AC13DQJ	AC1118354	U	M3		11133	P/S WIND SCREEN GRAZED	7181D423 7181D424 6181D425	AK1 AK1 AK1	221COMPL 221COMPL 182COMPL	97221 97221 97182
			AC13SPX AC144FP AC14GMO AC14NEM AC14NEN AC14NEO AC14ORG	AC1182291 AC1234030 AC1287003 AC1313119 AC1313120 AC1313121 AC1321119	U U U U U U U	M3 M3 M3 M3 M3 M3 M3		S EYE BROW SPRING BROKEN 1 INCH LEFT STICK TRIM DIRTY P/FALSE FAIRING BROKE S FFC IN T/C FIT CRACKED P OUT FFC T/C FIT CRACKED P INBD WEEK T/C FIT CRACK POWATTACHPOINTCOVERMISS					
121	159467	AFWA	AC14YSC AC14RZS AC14TX8	AC1004135 AC1335114 AC1343010	U U U	M3 M3 M3			P TEN STRAP A NUT BAD POWFFWD/DEFENCRALCAP MISSING POUTER INTAKE WALL RVTS				
122	159468	AFWA	AC14YUA AC14Q6I	AC1005033 AC1327278	U U	M3 M3			POWF HINGE (S) FWD NLG DOOR BUMPER				
124	159450	AFWA	AC137AI	AC1088035	U	M3		14829	S W/S SWIVELBOLT MISSING	7086GY58 7106D441	AK0 AK1	088COMPL 110COMPL	90788 97110

Figure 5-10: NALCOMIS OMA Work Center Work Load Report

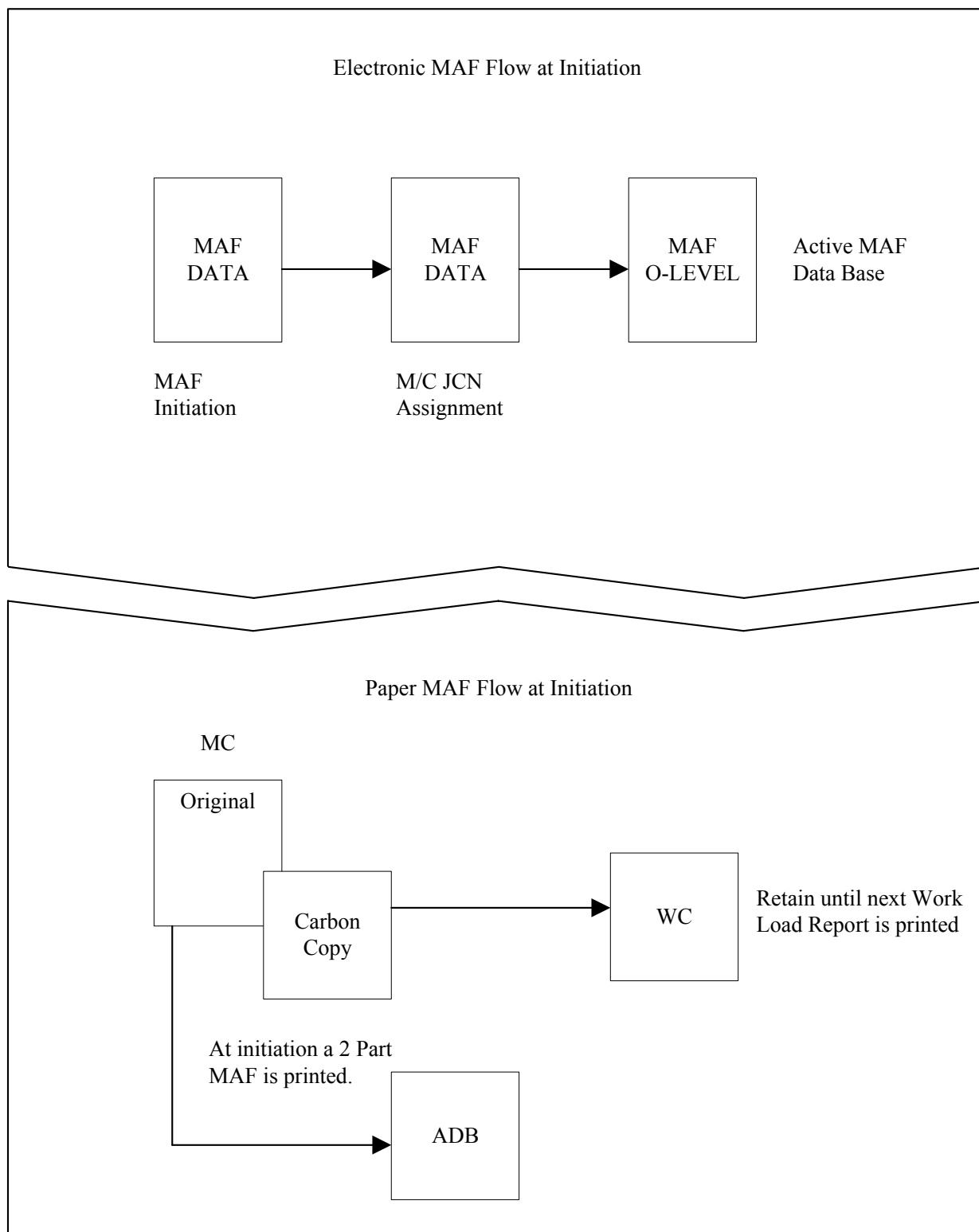


Figure 5-11: NALCOMIS OMA MAF Initiation Cycle

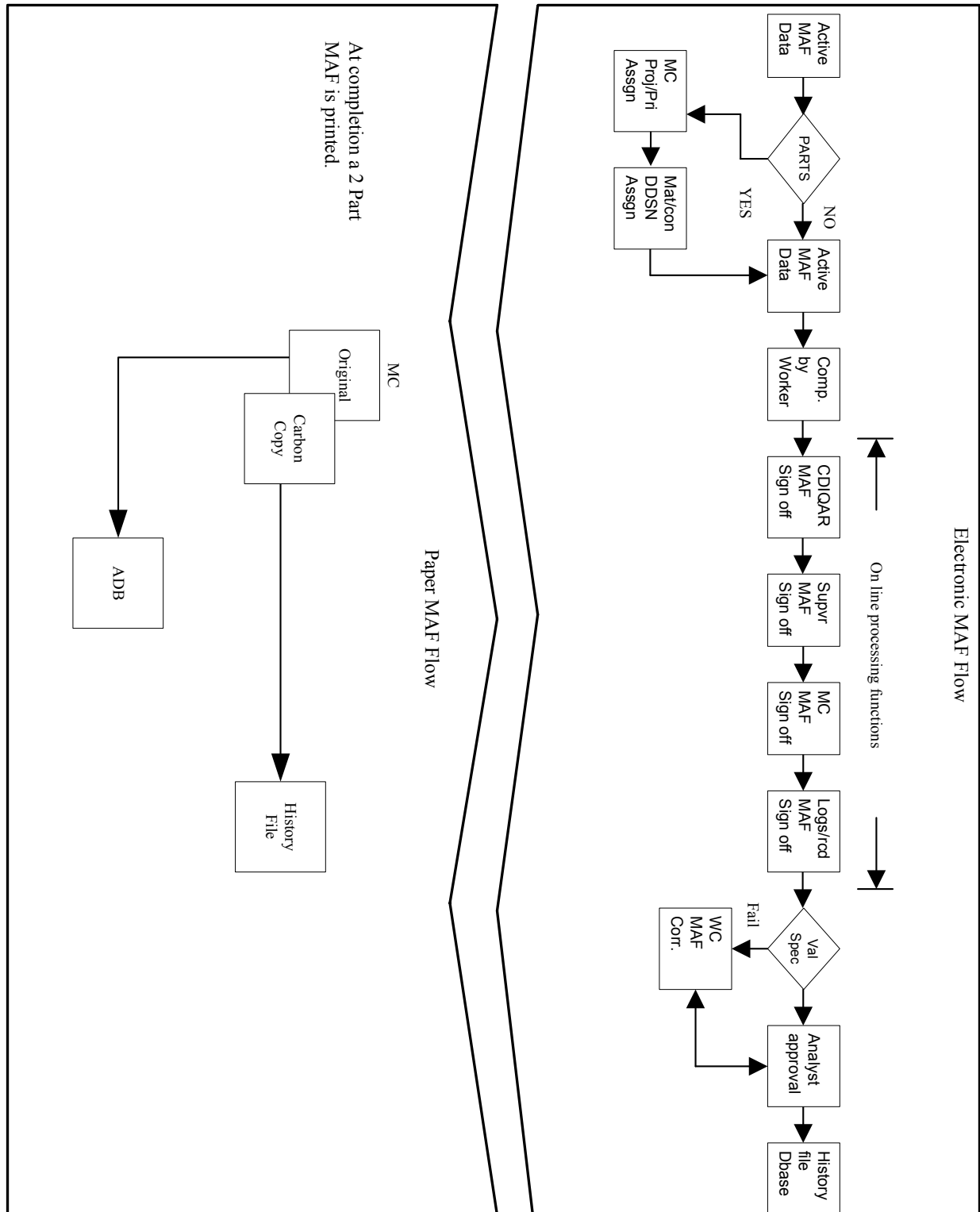


Figure 5-12: NALCOMIS OMA MAF Completion Cycle

AIRCRAFT TRANSFER REPORT PART I BUNO 161862																	
MCN	JCN	W/C	SYSTEM REASON	WUC	TC	WD TM	AT	MAL	IP	MNHS	EMT	DT COMP	WORKER SIGNATURE	QA CD SIGNATURE	SUPER SIGNATURE	CF	QA
OACIVMZ	ACI205738	021	10 EHRS (P)	030000A11	O	K	0	000	01	0.0	0.0	97205		AZ3 JONES	AZ3 JONES	N	N
OACIVM2	ACI205739	021	10 EHRS (S)	030000A11	O	K	0	000	01	0.0	0.0	97205		AZ3 JONES	AZ3 JONES	N	N
OACIVSB	ACI206723	021	O/STRESS 7.0	030	11	O	S	0	000	01	0.0	97206		AZ3 JONES	AZ3 JONES	N	N

AIRCRAFT TRANSFER REPORT PART II BUNO 161862																
MCN	W/C	DISCREPANCY	CORRECTIVE ACTION												CF	QA
OACIVMZ	021	PERFORM 10 EHRS SPECIAL INSP.	CED/W ABOVE MRCS												N	N
OACIVM2	021	PERFORM 10 EHRS SPECIAL INSP.	CED/W ABOVE MRCS												N	N
OACIVSB	021	CHECK AIRCRAFT FOR O/STRESS	CED/W ABOVE MRCS												N	N

AIRCRAFT TRANSFER REPORT PART III BUNO 161862														
MCN	JCN	W/C	SYSTEM REASON	AT	MAL	E CAGE	E PART NUMBER	E SERNO	G CAGE	G PART NUMBER	G SERNO			
OACIVXN	ACI207700	110	NOZ PUMP	T	814	07482	1156M46P08	23781	07482	1156M46P11	VKJE2854			
ACIAA8H	ACI201188	110	L06 CODE T4B OT/BE	R	029	07482	1344M74P01	GDB0201V	07482	1344M74P01	GDBB5217			
ACIAAZ3	ACI200700	200	BLGTING A/S IND	R	374	26512	21285-1139	239778	26512	21285-1139	316211			

AIRCRAFT TRANSFER REPORT PART IV BUNO 161862														
MCN	JCN	W/C	AWN NO	RSN CD	AWM HRS									
OACIVXN	ACI207700	110	1	8	21.2									
ACIAAKW	ACI199701	122	1	3	6.0									
ACIAFX4	ACI214A01	13B	1	6	0.5									

AIRCRAFT TRANSFER REPORT PART V BUNO 161862														
MCN	JCN	W/C	SYSTEM REASON	WUC	INDX	IND	AT	MAL	CAGE	PART NUMBER H-Z	QTY			
ACIAFX4	ACI214A01	13B	WATER SEP BAG	4112K	H	Y	R	105	70210	180849-10	1			
ACIAFY1	ACI215048	280	WAVEGUIDE BROKEN	74A1500	H	Y	R	070	82577	3196864	1			

AIRCRAFT TRANSFER REPORT PART VI BUNO 161862																	
MCN	JCN	W/C	CD	BASIC	KIT	INTRV	AMD	PRT	LVL	NOT LATER THAN	PRI	DTE ISS	MNHS	RCSN	DT	DRCTV	SERNO
ACI92K5	ACI089146	120	50	0806	00				1		R	1092		4097		813	
ACIAZK7	ACI269119	230	57	0679	00				1		U	0395	2.0	4096		1287	
ACI9R2D	ACI152116	280	50	0852	00				1	NEXT PHASE	R	0595	1.0	2000		1265	

Figure 5-13: Aircraft Transfer Report



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## CHAPTER 6 - Organizational Level Maintenance Source Document Procedures

### 6.1 Maintenance Action Documentation Procedures

The purpose of this section is to give detailed procedures to be used in documenting maintenance actions. NALCOMIS activities should be prepared to operate in an emergency/contingency mode with MAFs and NAVFLIRS in case of power loss or equipment failure. A “hard copy” of paragraph 6.8 and Chapter 6 figures (MAF samples and procedures) should be made available in Maintenance Control for quick reference.

#### 6.1.1 Types of Maintenance Actions

a. This paragraph outlines the types of maintenance actions documented on MAFs. These include troubleshooting, removal and replacement, repair, and the performance of scheduled inspections.

b. MAFs will be used to document the following:

- (1) On-equipment work not involving removal of defective or suspected defective repairables.
- (2) Look phase maintenance actions.
- (3) Fix phase maintenance actions.
- (4) Removal of components for check/test/service actions.
- (5) Removal and replacement actions for cannibalization.
- (6) Accumulated man-hours as a result of work stoppage for parts or maintenance.
- (7) Accumulated man-hours during or at the end of a reporting period for a job not completed, where required by the cognizant ACC/TYCOM.
- (8) Maintenance actions and man-hours by the assisting work center in support of a primary work center.
- (9) Support of a repairable item processing through the IMA.
- (10) Incorporation of TDs and associated maintenance actions.
- (11) Collection of SCIR data.
- (12) Removal and replacement of repairable components in end items.
- (13) Removal or installation of components for mission configuration changes designated by the ACC/TYCOM, for example, removal or installation of buddy stores in compliance with ACC/TYCOM directives.
- (14) Record of ordering and issue of repairable components, subassemblies, and parts.
- (15) Troubleshooting man-hours.
- (16) Accumulated man-hours on jobs closed out due to an aircraft accident.
- (17) Documentation of preservation and depreservation.

- (18) Documentation of O-level and I-level functions supporting D-level maintenance actions.

### 6.1.2 Internal Flow

a. Data Collection Source Document Flow. Figure 6-1 provides a graphic overview of the source documents and information flow within the O-level.

b. Organizational Document Flow. Examples of completed MAFs are included in this chapter. The MAF documentation flow will be carried out in the following manner. If operating NALCOMIS OMA, examples of completed MAFs that are included in this chapter remain the same, the only difference is NALCOMIS automates the MAF process.

(1) Maintenance Control/aircrew originates the MAF. Maintenance Control then removes Copy 2 and forwards it to QA; removes Copy 4 and places it in the ADB; and forwards Copies 1 and 5 to the appropriate work center. Maintenance Control retains Copy 3 on the VIDS board. If operating NALCOMIS OMA, maintenance/aircrew originates the MAF. Once approved, two copies are printed. Maintenance Control places one copy in the ADB and forwards the other copy to the appropriate work center.

(2) The Work Center Supervisor screens the MAF, enters applicable data, inserts the MAF on the VIDS board, and assigns workers to the task. If operating NALCOMIS OMA, the Work Center Supervisor screens the MAF, ensures it is on work center work load report, and assigns workers to the task.

(3) If parts are required, Material Control requisitions the necessary material after Maintenance Control assigns the project/priority, enters applicable data on the MAF, and returns the MAF to the work center. Material Control provides applicable data to the work center if parts requirements are communicated.

(4) Upon completion of a task, the worker enters applicable data, signs either manually or electronically, and submits the MAF to the Work Center Supervisor.

(5) The Work Center Supervisor screens the MAF for accuracy and completeness, notifies Maintenance Control of work completion, signs, removes and retains Copy 5 for DAR verification, and forwards the MAF Copy 1 to Maintenance Control. If operating NALCOMIS OMA, the Work Center Supervisor screens the MAF for accuracy and completeness, and has the option to perform MAF validation, notifies Maintenance Control of work completion, electronically signs the MAF, and passes it to Maintenance Control for approval.

(6) Maintenance Control screens all MAFs, completes appropriate controlling blocks, enters appropriate data on logs and records, and forwards the original(s) to QA. If operating NALCOMIS OMA, Maintenance Control screens all MAFs, and ensures completeness prior to approving the MAF and forwards it to logs and records. They will enter appropriate data in logs and records and forward MAFs to the analyst.

(7) The analyst collects all completed MAFs, prepares the document control form, and forwards documents to the NDCSC. If operating NALCOMIS OMA, the SA/A reviews and approves all completed MAFs, downloads to diskettes and forwards to NDCSC.

(8) When a repairable component is removed from the aircraft, the work center initiates an additional MAF, enters applicable data, attaches the MAF to the component, and notifies Material Control that the component is ready for turn-in. If operating NALCOMIS OMA, Material Control initiates a Turn-In MAF, enters applicable data, attaches the MAF to the component, and notifies ASD the component is ready for turn-in.

c. Supply Department MAF Documentation Flow. The ASD dispatches a driver to the designated pickup point to screen the MAF for accuracy and completeness. The driver picks up the defective component and delivers the component to the screening unit of the IMA.

### 6.1.3 Data Field Description

a. This section describes the data blocks used in documenting maintenance actions on the MAF (Figures 6-2 and 6-3). It also contains an explanation of the document numbering system. The codes used to describe the data on this form are found in the appendices of this volume and the applicable WUC manual. Specific data blocks to be used and data block requirements are controlled by the Maintenance Data Validation Specifications (A7257-01).

b. Refer to paragraphs 6.2 through 6.14 for specific data block application and requirements.

ENTRIES REQUIRED SIGNATURE. This section is provided to ensure historical records are updated in a timely and orderly manner. Required actions will be accomplished prior to forwarding the MAF to data services for data entry; data entry is not applicable if operating NALCOMIS OMA. Maintenance Control/Logs and Records personnel will screen all MAFs, check appropriate blocks, and enter name/rate/rank in the signature portion of the Entries Required block to certify that no entries are required, or all applicable logs/records have had appropriate entries made.

LOCAL USE. This block may be used as desired.

REFERENCE. Enter the supply reference to aid the Material Control Division in requisitioning the failed or required material.

#### ACCUMULATED WORK HOURS

NAME/SHIFT. Enter the name/shift of personnel performing the work.

TOOL BOX (tool container inventory verification). Upon return to the work center a sight inventory of the tool container(s) shall be conducted by the technician and supervisor or CDI and initialed or stamped to the right of the tool container number.

**NOTE:** NTCSS Optimized OMA NALCOMIS allows the ability to delete the tool box number and initials on the WO after the CDI has initialed the appropriate data fields. This permits personnel with a QAR, CDI, or work center supervisor SMQ to delete and reenter the corrected data in the tool box number and initials data fields. Work center supervisors, QARs, and CDIs shall ensure that any changes to the Tool Box data field are strictly controlled.

(A

DATE. Enter the Julian date on which the action takes place.

MAN-HOURS. Enter the number of man-hours that were expended to correct the discrepancy (in hours and tenths).

ELAPSED M/T. Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job, for example, if three persons worked together for 2.5 hours to make a repair, the total man-hours would be 7.5 and the EMT would be 2.5 hours.

ACCUMULATED AWM HOURS. This block shall be used to record AWM hours accumulated during the SCIR related time of the discrepancy. This block is best used by recording the beginning date and time of the AWM period with the proper AWM reason code. At the end of the AWM period, calculate the accumulated AWM hours and enter in the hours section of this block. AWM codes are listed in Appendix N.

(H-Z) FAILED/REQUIRED MATERIAL. This section will be used to document a failed part without an AWP situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only, with no failed part or AWP situation. A failed part and an AWP situation occurring simultaneously and an AWP situation without a failed part will only be documented at IMAs. The Supply request only will not have an index letter in block 79. This section



will also be used for engine identification and subsequent failed parts reporting against the identified engine, for example, repairable components that are integral part of the basic engine (excluding propellers but including the T56/T76 gear box) or receive their primary source of power from the basic engine.

**NOTE:** When additional space is required in the Accumulated Work Hours, Accumulated AWM Hours, or (H-Z) Failed/Required Material blocks, locally reproduce the MAF (OPNAV 4790/60), in the same format, from the annotated "fold line" to the top of the form. Ensure the MAF document number, located in the upper left hand corner of the form, is eradicated/left blank since the document number on the initial form will be used during data entry operations.

79 INDEX. Enter letters H - Z. These letters represent a specific record type to be extracted from the MAF by the [NDCSC](#) for failed parts, AWP, and engine identification reporting. Index letters H - Z shall be assigned to block 79 in alphabetical order. This allows the 19 most significant failed parts to be reported against a specific maintenance actions, for example, assignment of index H in block 79 indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of block 79 is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated with H - Z in this block, such as, those items which are known or suspected to have contributed to the discrepancy reported in the discrepancy block of the MAF.

08 F/P. Enter an (x) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, fittings, etc., that are routinely replaced during a maintenance actions will be documented only if their failure is known or suspected to have contributed to the discrepancy. Data blocks 79 through 41 must be documented to indicate failed parts information.

**NOTE:** [PEB](#) items, such as common hardware, nuts, bolts, screws, safety wire, seals, gaskets, fittings, and washers, that are routinely replaced during a maintenance actions that DO NOT contribute to the discrepancy, will be listed in blocks 14 through 53 for material ordering purposes only. Data blocks 79, 08, 09, 10, and 11, will be left blank. Do not document items available in the PEB (only those items that are not in stock for material ordering purposes) unless PEB items caused the failure or were suspected of contributing to the discrepancy.

09 AWP. Leave blank. (Used at [I-level](#) only.)

10 A/T. Enter the one-character alpha or numeric code which describes the action taken against the removed module, subassemblies, or significant failed parts required. [AT](#) codes are listed in [Appendix E](#). For engine identification, enter O for installed, P for uninstalled, or S for removal and reinstallation.

11 [MAL](#). Enter the code that best describes the malfunction occurring within the removed subassembly. MAL description codes are listed in [Appendix I](#). For engine identification, enter 000.

14 MFGR. Enter the manufacturer's code of failed part or required material. For engine identification, enter the engine [TEC](#) followed by the numeric digit indicating the engine position.

19 PART NUMBER. Enter the manufacturer's part number of the failed or required material. For engine identification, enter the engine [serial number](#) and the engine time (prefixed with an E). Use time since overhaul if known, otherwise use time since new (whole hours only).

34 REF SYMBOL. Leave blank. (Used at the I-level only).

41 QTY. Enter the quantity of failed or required material. For engine identification, enter 0.

PROJ. Enter project code (as applicable).

43 PRI. Enter the [MILSTRIP](#) priority assigned to the material requisition.

45 DATE ORD. Enter the **Julian date** the material was requisitioned.

49 REQ NO. Enter the MILSTRIP requisition number of the material required to complete the maintenance actions.

53 DATE REC. Enter the Julian date that requisitioned material is received.

A22 WUC. Enter the WUC that identifies the system, subsystem, or component on which work is being performed. In cases where removed repairable components do not have a WUC assigned, use the five-character **NOC** code provided by the system, or component. A consumable item replaced on a MAF should reflect the system or **NHA** code. Enter the WUC assigned to the **CART**, **CAD**, or **PAD** located in the WUC manual.

**NOTE: General WUCs 030 (inspection) and 049 (preservation and depreservation) are used on the MAF as the WUC for conditional, acceptance, transfer, preservation, and depreservation. Appendix O contains a complete list of these codes.**

A29 ACTION ORG. Enter the organization code of the organization accomplishing the work. Organization codes are listed in the Organization Code Listing (A7065-01) (available on the internet at <http://logistics.navair.navy.mil>).

A32 TRANS. Enter the two-character numeric **TRCODE** used to identify the type of data being reported. **Appendix P** contains a complete list of these codes with definitions.

A34 MAINT/L. Enter the level of maintenance (1 thru 3) which is performed (not necessarily the level assigned to the activity).

A35 ACT TAKEN. Enter the one-character alpha or numeric code that describes the action that has been taken. This code describes what action has been performed on the item identified by the WUC. AT code A (discrepancy checked, no repair required) is used only in those cases where an inspection or operational check has been performed and the reported trouble cannot be duplicated or does not exist. In such cases use MAL Description Code 799 (no defect). Adjustments made to peak a system which is within tolerances may use this code with the appropriate MAL code, for example, A-127, A-281, A-282. A consumable item replaced on a MAF should reflect the system or NHA code only in block A22 (WUC) and AT code B or C in block A35. Action Taken Code R should be used in block 10 (H-Z Failed/Required Material) for parts replaced. AT codes are in **Appendix E**.

**NOTE: The TD status code is a single-character alpha code used to indicate the status of compliance with a TD. This code applies to block A35 (action taken) of the MAF when reporting TD status. These codes are in Appendix J.**

A36 MAL CODE. Enter the three-character alpha/numeric code used to describe the malfunction which caused the maintenance actions on the item described by the WUC. These codes are divided into three logical groups to assist personnel in finding the most applicable code as follows (MAL description codes are contained in **Appendix I**):

Conditional (no fault) Group. These codes are used when a nondefective item is removed, or when the **defect** or malfunction is not the fault of the item in question.

Reason for Removal Group. These codes are used to generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.

Reason for Failure Group. These codes are used to generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.

**NOTE: Maintenance Control/Production Control shall enter the appropriate malfunction code when initiating a cannibalization MAF. Malfunction codes are in Appendix I.**

**A39 ITEMS/P.** Enter the number of times that an action, indicated by an AT code, is applied to the item identified by the WUC recorded on a MAF. For example, since the fuel nozzle of a jet engine has a WUC, replacement of five fuel nozzles would be documented as five items processed. In contrast, replacement of several transistors in an electronic assembly would be documented as one item processed, with the WUC identifying the electronic assembly being repaired and the AT code indicating repair. MAFs submitted for close outs by work centers at the end of, or during a reporting period will indicate 0 items processed. The items processed block is limited to two-characters. If the count exceeds 99, an additional MAF must be prepared and submitted.

**A41 MANHOURS.** Entries represent all man-hours expended by assigned personnel to complete the work described on the source document as defined in [Appendix C](#). Hours and tenths worked, multiplied by the number of personnel working equals total man-hours. Entry in this block does not include labor hours for any work center other than the one submitting the document. For example, if two work centers jointly correct a discrepancy (same JCN) on the same aircraft or equipment, workers from each work center submit a source document with that particular work center's labor hours in the MANHOURS block. To convert minutes to hours and tenths, use the following example:

MINUTES	TENTHS	MINUTES	TENTHS
1-2	0.0	33-38	0.6
3-8	0.1	39-44	0.7
9-14	0.2	45-50	0.8
15-20	0.3	51-56	0.9
21-26	0.4	57-60	1.0
27-32	0.5		

**A45 ELAPSED M/T.** Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if three persons worked together for 2.5 hours to make a repair, the total man-hours (block A41) would be 7.5 hours and the EMT would be 2.5 hours.

**TECHNICAL DIRECTIVE IDENTIFICATION** (blocks F08 through F19). Enter the 12 or 13 characters that identify the specific TD incorporated or being incorporated in the type equipment identified in block A48. This block is divided into seven sections and the data will be entered in each section as follows:

**F08 INTERIM.** Enter an X to indicate an interim TD; otherwise leave blank.

**F09 CODE.** Enter the two-character numeric code that denotes the type of directive being incorporated. TD codes are in [Appendix L](#).

**F11 BASIC NO.** Enter the four numeric characters identifying the basic TD, preceded by zero(s) to complete the field.

**F15 RV.** Enter the one alpha character that denotes the specific revision of the basic TD. Leave blank if not applicable.

**F16 AM.** Enter the one numeric amendment number of the basic TD. Leave blank if not applicable.

**F17 PART.** Enter the two-character numeric part number as listed in the TD. Leave blank if not applicable.

F19 KIT. Enter the two-character alpha/numeric number of the specific TD kit incorporated. If no kit is required, enter 00 in this section.

A48 TYPE EQUIP. Enter the TEC that describes the end item on which work is being performed. TEC structuring is explained in [Appendix K](#). Specific TECs are listed in the Aviation Type Equipment Code List (A7210-01) (available on the internet at <http://logistics.navair.navy.mil>).

A52 BU/SER NUMBER. Enter the bureau or serial number of the equipment or end item on which work is being performed. If more than six digits, enter the last six; if less than six digits, prefix with sufficient zeros to total six characters. This block must not be blank. Enter 0 in this block when using the MAF to document work on groups of like items, for example, jacks, stands, common aeronautical equipment, or items not identified by bureau/serial number. In cases of on-equipment work at the [O-level](#) for personal survival equipment, enter the first letter of the aircrewman's first and last name and the last four digits of the social security number.

A58 DISCD. The [WD code](#) is a single alpha character that identifies when the need for maintenance was discovered. These codes are applicable to the MAF only. The three sets of WD codes that cover the equipment categories are (1) aircraft and engines; (2) [SE](#), [PME](#), and expeditionary airfield; and (3) missiles/missile targets. Definitions and explanations of these codes are in [Appendix R](#).

A59 T/M. Enter the one-character alpha or numeric code used to describe the type of work being accomplished, for example, scheduled, unscheduled, supply support. Definitions and explanations of these codes are in [Appendix H](#).

A60 [POSIT](#). POSITs are used to evaluate performance/logistics characteristics between identical components. POSITs are included in the applicable WUC manual and are identified by a double asterisk (\*\*) preceding the WUC. When a component has been identified in the WUC manual as position sensitive, it will be mandatory that the POSIT be documented in block A60 of the MAF. These identifiers are divided into two groups:

General Position Codes. A two-digit alphanumeric code which indicates a specific location by use of plain language:

LH/RH - Indicates left-hand or right-hand installation such as main landing gear components, tires, and side by side cockpit components.

FW/AF - Indicates fore and aft positions such as tandem cockpit components.

UP/LW - Indicates upper or lower positions such as anticollision lights or antennas.

PR/SC/AL - Indicates primary, secondary, or alternate positions such as hydraulic components or multiple avionics component installations.

01, 02, 03, 04, etc. - Indicates positions using a sequential numbering system, such as helicopter rotor dynamic components, or a numbering system used to identify the position of fuel nozzles on a gas turbine engine.

Specific Position Codes. A two-digit alphanumeric code which indicates a specific location using alpha/numeric sequencing:

A1 - Bleed Valve, Stg 5, 2 o'clock, #1 engine.

B1 - Bleed Valve, Stg 5, 4 o'clock, #1 engine.

A2 - Bleed Valve, Stg 5, 2 o'clock, #2 engine.

B2 - Bleed Valve, Stg 4, 4 o'clock, #2 engine.

A62 **FID**. Leave blank, reserved for future use. (Under development.)

A65 **SAFETY/EI SER**. Enter the locally assigned four digit control number from the **NAMDRP** RCN.

A69 **METER**. This block is mandatory when TECs for on-equipment work is G, H, or S and maintenance level is 1.

SE **MFGR**. Leave blank.

A74 **TECH**. Enter an N for all maintenance actions involving **ETS** support.

F21 **INVENTORY**. Enter the one-digit inventory code that describes the status of the aircraft or equipment during the transaction (**Appendix F**).

F22 **PERM UNIT CODE**. Enter the six-digit **PUC** of the organization completing the transaction.

F28. Leave blank (reserved for future expansion).

#### **REPAIR CYCLE**

##### **RECEIVED**

B08 **DATE**. Enter the Julian date the discrepancy was reported.

B12 **TIME**. Enter the time the discrepancy was reported.

B16 **EOC**. Enter the appropriate **EOC** code that describes the degradation of the aircraft's mission capability.

##### **IN WORK**

B19 **DATE**. Enter the Julian date work was begun on the discrepancy.

B23 **TIME**. Enter the time work was begun on the discrepancy.

B27 **EOC**. Enter the appropriate **EOC** code that describes the degradation of the aircraft's mission capability.

##### **COMPLETED**

B30 **DATE**. Enter the Julian date maintenance action was completed.

B34 **TIME**. Enter the time the repair action was completed.

#### **AWAITING MAINTENANCE**

B38 B39 **HOURS**, B43 B44 **HOURS**, and B48 B49 **HOURS**. Enter the applicable AWM hours and reason codes for SCIR related maintenance actions. These blocks will be filled out at the end of the maintenance action or upon close out. Order of significance may be determined by local policy.

**MAINTENANCE/SUPPLY RECORD**. This section will be used to document changes in job status between maintenance and supply and, if SCIR is being documented, changes in mission capability that occur during the maintenance actions. The only job status conditions are maintenance and supply; therefore, changes between EMT and awaiting maintenance will not be documented because both are defined as maintenance. The date and time on the top line of the Maintenance/Supply Record section (blocks B54 and B58) must be equal to or later than the date and time on the in work line of the repair cycle section. The date and time on succeeding lines must be equal to or later than the date and time on the line directly above.

**JOB STATUS - B53 - D08.** Enter the proper alpha character prefix for any change in status. The alpha characters M (Maintenance) and S (Supply) shall be used. As an example, the prefix S will be used when maintenance is halted due to awaiting parts. The prefix M will be used to indicate the end of an AWP status or a change in mission capability.

**DATE - B54 - D09.** Enter the Julian date the S or M situation begins.

**TIME - B58 through D13.** Enter the time the S or M situation begins.

**EOC - B62 - D17.** Enter the EOC code that best describes the mission capability of the end item at the date and time indicated on that line.

#### REMOVED/OLD ITEM

**E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLES, E47 TIME/CYCLES, and E52 TIME CYCLES.** These blocks are completed on the MAF when a repairable component is removed from the end item or major component on which work is being performed. Enter the **CAGE** code, serial number, and part number or lot number for **CARTs, CADs, or PADs**. If the serial number is more than 10 characters, enter the last 10. If the part number is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the serial number and part number field is limited to a maximum of 15 and 32 characters respectively.) In block E38, enter the Julian date the repairable component is removed from the equipment. In block E42, enter the time/cycle, preceded by an alpha character as listed in [Appendix G](#). In block E47, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, or if the item fails after the warranty expiration date, no W entry should be made since the item is no longer under warranty. In block E52, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

#### INSTALLED/NEW ITEM

**G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, and G48 TIME/CYCLES.** These blocks are completed on the MAF when a repairable component is installed on the end item or major component on which work is being performed. Enter the **CAGE** code, serial number, and part number or lot number for **CARTs, CADs, or PADs**. If the serial number is more than 10 characters, enter the last 10. If the part number is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the serial number and part number field is limited to a maximum of 15 and 32 characters respectively.) In block G38, enter the time/cycle preceded by an alpha character listed in [Appendix G](#). In block G43, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In block G48, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

**DISCREPANCY.** Enter a narrative description of the reported discrepancy.

**PILOT/INITIATOR.** The name and rank/rate of originator of the discrepancy is printed in this block.

**CORRECTIVE ACTION.** Enter a narrative description of the action taken to correct the discrepancy.



CF REQ/**RFI**. This is a dual purpose block for use by the O-level and I-level activities. The O-level activity will enter an (x) if a check flight is required after completion of the maintenance action. The I-level activity will enter an (x) if the repair action is RFI.

**QA REQ/BCM** Block. This is a dual purpose block for use by the O-level and I-level activities. The O-level activity will enter an (x) if the maintenance action requires a **QAR** inspection. (Not applicable to CDI inspections.) The I-level activity will enter an (x) if the repair action is BCM.

**CORRECTED BY**. The signature and rate of the worker or crew leader who performs the maintenance action is entered in this block.

**INSPECTED BY**. The signature and rate of the QAR or CDI who inspects the job for proper standards is entered in this block. The signing/stamping of documents which does not involve actual inspection, for example, a control document for a phase inspection and special inspections, need not be signed by a QA inspector as it is an administrative certification that all QA functions associated with the inspection have been performed by designated QA inspectors and all necessary documentation, for example, look and fix phase documents, have been received, reviewed, and accepted. An individual with administrative certification authority may sign the block.

**SUPERVISOR**. The signature and rate of the Work Center Supervisor or assistant is entered in this block to indicate that screening has been performed and that the QA and Tool Control Program requirements have been complied with.

**MAINT CONTROL**. The signature and rate of the individual clearing the discrepancy is entered in this block.

**JOB CONTROL NUMBER - A08 ORG, A11 DAY, A14 SER, and A17 SUF**. The **JCN** is a 9-, 10-, or 11-character alphanumeric code that serves as a base for **MDR** and Maintenance Control procedures. The JCN allows for separate identification of each maintenance action, and provides a link with the maintenance actions performed by the IMA and depot in support of an activity or an O-level maintenance discrepancy. The JCN is composed of four parts:

**A08 ORG**. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigned the JCN to a maintenance action, except that in the case of **transient** aircraft maintenance, the JCN will contain the organization code of the aircraft reporting custodian. When an activity is assigned more than one organization code, for example, separate codes assigned to operations department and IMA, the organization code of the department directly responsible for O-level maintenance will be used in the JCN on all MDR source documents for aircraft assigned to the activity. The general format and structure of organization codes is described in **Appendix Q**. A complete listing of organization codes may be found in the Organization Code Listing (A7065-01) (<http://logistics.navair.navy.mil>).

**A11 DAY**. This is the three-character part of the Julian date specifying the day of the year. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which work was actually started.

**A14 SER**. The serial number is either a three-character number that runs sequentially from 001 to 999, or a three-character alpha/numeric number. This number is normally assigned in sequence as new jobs are initiated, for example, 001, 002, 003.... When 999 has been assigned, the next number in sequence will be 001. Alpha/numeric serial numbers are used only when documenting inspections other than turnaround, daily, special, conditional, corrosion, and **acceptance/transfers**. Alpha/numeric JCN structure will be as follows.

LOOK	FIX
A00	A01 thru A99
thru	
Z00	Z01 thru Z99
to	
AA0	AA1 thru AA9 thru AAA thru AAZ
thru	
ZZ0	ZZ1 thru ZZ9 thru ZZA thru ZZZ

A17 SUF. The JCN suffix is a structured alpha/numeric code added to the basic JCN to identify a sub-assembly or sub-subassembly repair action performed independently of the major component repair. The suffix is used only for I-level maintenance functions regardless of where maintenance is being performed.

**NOTES: 1. In the case of a maintenance action being performed on transient aircraft (Navy or non-Navy), the first three positions, block A08, are always the organization code of the aircraft reporting custodian.**

**2. For subcustody SE in the custody of another department that requires repair by the AIMD the JCN will be assigned by the AIMD Production Control, reflecting the AIMD organization code.**

A19 WORK CENTER. Enter the code of the work center performing the maintenance action described on the MAF. Work center codes are listed in [Appendix S](#).

UP or DOWN Arrow. Annotate as appropriate to indicate end item status.

MODEX. For local use. If operating NALCOMIS OMA, enter side number of aircraft or leave blank for SE.

PRI. Used by I-level to assign workload priorities.

TURN-IN DOCUMENT. Enter the Julian date and requisition document number on which the specific item was ordered from the Failed/Required Material blocks 45 and 49, to assist in local supply control. If operating NALCOMIS OMA, turn-in document is automatically assigned.

SYSTEM/REASON. Enter short description of the discrepancy.

[MCN](#). The MCN is a seven-character alpha/numeric code assigned by the system. It serves as a base for MDR and reference for retrieving maintenance data and for Maintenance Control procedures. The MCN is used in [NALCOMIS](#) while querying the data base and tracking the MAF through the maintenance process.

## 6.2 Aircraft Inventory Reporting System

[Maintenance Control](#) personnel will read and become familiar with the contents of this section and [OPNAVINST 5442.2](#) and [OPNAVINST 3710.7](#).

### 6.2.1 Definition of Terms

a. This system provides the reporting custodian with a list of assets on hand and a ready reference of which aircraft require [SCIR](#). All aircraft (Navy/Marine Corps) listed in [OPNAVINST 5442.4](#) require SCIR reporting.

b. The following terms are used throughout this section in describing how to document inventory transactions:



- (1) **ACC**. The activity responsible for fleet distribution and management of assets.
- (2) **Reporting Custodian**. The activity having primary **custody** of the aircraft. The reporting custodian is responsible for maintenance and readiness reporting on the aircraft.
- (3) **Equipment Master Roster (E-00)** E-00. A listing, by reporting custodian, of all assets on hand that require SCIR or inventory reporting. The E-00 is updated and published monthly by the **NDCSC**. The E-00 will be kept current by **Maintenance Control** to reflect inventory and status changes that occurred during the reporting period.
- (4) **Inventory Codes**. Define the reporting requirements and current status of aircraft in the inventory reporting system. Inventory codes are in **Appendix F**.
  - (a) "IN" Material Condition Reporting Status (**MCRS**) (Inventory Code A). An aircraft is in the inventory reporting system and requires SCIR documentation. "IN" MCRS is the normal status of an aircraft.
  - (b) "OUT" Material Condition Reporting Status (Inventory Codes 1-4). An aircraft is in the inventory reporting system but does not require SCIR documentation. When an aircraft is placed "OUT" of MCRS, **EOC Code A** will be applied to all existing SCIR discrepancies.

**NOTE:** See **OPNAVINST 5442.2** for status codes requiring "IN or OUT" of MCRS.

- (5) **TRCODEs**. Inventory transactions are described in **Appendix P**.
  - (a) **Inventory Gain (TRCODE 00)**. An inventory gain (**paragraph 6.11.1**) is the receipt of an aircraft into inventory reporting by a reporting custodian. Aircraft will be gained in any inventory status.
  - (b) **Inventory Loss (TRCODE 03)**. An inventory loss (**paragraph 6.11.2**) occurs when a reporting custodian **transfers** an aircraft or strikes it from naval service. An inventory loss is documented only if the aircraft has previously been gained and is in the inventory system. Aircraft may be lost in any currently assigned inventory status.
  - (c) **Change of MCRS (TRCODE 02)**. A change of MCRS "OUT" and "IN" (**paragraph 6.11.3**) that does not involve a change of reporting custodian.

### 6.2.2 Inventory Reporting Transaction

- a. Inventory reporting transactions enable aircraft inventory control at both the **FLEMATSUPPO** and **COMNAVAIRSYSCOM** (AIR-3.3.4) and are necessary inputs to the monthly report of summary data.
- b. A **MAF** will be prepared for each reportable incident of inventory change by all reporting custodians.
  - (1) An aircraft inventory MAF is required when an aircraft:
    - (a) Is gained (received into unit reporting custody).
    - (b) Is lost from unit reporting **custody** (**transfer** or strike).
    - (c) Changes either IN or OUT of **MCRS**.
  - (2) The submission of **SCIR** inventory data does not relieve the unit of responsibility for timely **OPNAV XRAY** report submission per **OPNAVINST 5442.2**.

(3) Flight and mission capability data will be reported by the unit having SCIR inventory control as of the time the incident occurred.

c. To ensure accurate SCIR reporting, all outstanding SCIR related **maintenance actions** must be changed to reflect **EOC Code A** whenever inventory transactions result in a change of MCRS status to "OUT".

(1) If an aircraft is lost because of transfer or strike, all outstanding SCIR related maintenance actions, as well as non-SCIR maintenance actions with accumulated **man-hours**, must be closed out at the time of transfer or strike and processed through the **NDCSC**. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity, using the **Julian date** and time as recorded on the aircraft inventory gain MAF. If operating **NALCOMIS** and transferring an aircraft to another **NALCOMIS OMA** site, ensure all data stored on electronic media is transferred with the aircraft.

(2) If an aircraft is placed in an "OUT" of MCRS status as a result of mishap or other reason, all outstanding SCIR related maintenance actions must be changed to reflect EOC Code A. This action shall occur at the time of the change in MCRS for maintenance actions in an M or S job status. The use of this special code indicates an aircraft is out of reporting status and does not reflect that aircraft's capability. The **AWM** time must not be accounted for during the period an equipment is out of service or during the period equipment is reported in EOC Code A. Any SCIR related maintenance action with valid EOC code hours must be closed out at the end of the current reporting period even if EOC coded A at the end of the period. At the time of close out, reinitiation of all SCIR related maintenance actions will be necessary for the forthcoming period using EOC Code A. No further close out of those documents will be required provided no valid EOC code hours are documented during subsequent reporting periods.

(3) When a change of MCRS occurs, the manner in which material requirements are reported or generated must also change.

(a) When an aircraft in an "IN" status, with **NMCS** or **PMCS** requirements outstanding, changes to an "OUT" status, the project codes of the requirements will be modified to 730. The requisition **serial number** (G series) and the priority will remain the same.

(b) When an aircraft is in an "OUT" status and a NMCS or PMCS requirement is subsequently discovered, then it will be requisitioned with a G series serial number, a 730 project code, and the appropriate priority designator based on the unit's **FAD**. When the aircraft is returned to an "IN" status, any outstanding 730 requirements will be modified back to the appropriate NMCS or PMCS project code.

(c) Aircraft that are in an "IN" status, with anticipated NMCS or high-time requirements outstanding and change to an "OUT" status will make no change to these requisitions. However, aircraft in an "OUT" status will not generate new anticipated NMCS or high-time requirements until returning to an "IN" status.

(d) Forwarding Completed MAFs. Reporting custodians supported by a NDCSC will send inventory MAFs to **QA** for forwarding to the NDCSC not later than 0900 on the first working day following the transaction. Non-NDCSC supported **LAMPS**, **VERTREP**, and search and rescue detachments will forward inventory MAFs to the parent squadron. If during the operation at the NDCSC a document is found to be incomplete or illegible, it will be returned to the submitting activity for completion or correction. The questionable data elements will be circled in red by the NDCSC.

(e) SCIR Inventory Reporting Corrections. Methods for correction of erroneous inventory transactions have been established. They are as follows:

1) For the correction of PUC (aircraft only), inventory code, and METER (SE only), corrections are made on the DAR using audit report correction procedures.

2) For corrections to the action organization, TRCODE, TEC, BU/SERNO, time, and date, an entire new transaction must be submitted and the erroneous transaction deleted.

3) If, as a result of previous error or omission, the inventory change is not reflected on the new month's E-00 report, two distinct and separate actions are required to correct both the local and up-line data bases.

a) Local data base: Submit an inventory change MAF using the first day of the current month and 0002 as the date and time of change. For example: your activity received (gained) aircraft BUNO 123456 in September, but through error or omission, the inventory gain was not processed and was not discovered until verification of the E-00 report for October. An inventory gain transaction must be submitted using the date of 1 October and the time of 0002.

b) Up-line data base: Submit the inventory gain as a late document (Away Code Z) using the original date and time of the transaction.

**NOTE: Away Code Z documents do not correct the local data base.**

### 6.3 Subsystem Capability and Impact Reporting System

The SCIR system is used to monitor mission capability of selected systems/subsystems. SCIR will be documented on the MAF concurrently with the maintenance action that caused the reduction of the equipment's mission capability. This system will provide managers with the degree of mission impairment, the length of time the equipment's capability was reduced, the system/subsystem that caused mission impairment, and maintenance/supply impact on equipment capability.

#### 6.3.1 Equipment Operational Capability Codes

a. An EOC code is a structured, three-character code which relates a particular system or subsystem within a given model/type of equipment to a mission capability of that equipment. First position of the EOC code is an alpha character which describes mission capability; last two positions are numeric characters which identify system/subsystem (first two-characters of the WUC) causing mission capability impairment.

b. Each T/M/S aircraft under SCIR system has an EOC code list, called a MESM. MESMs are published by CNO in OPNAVINST 5442.4.

(1) The alpha character of the EOC code is documented in the EOC column of repair cycle and Maintenance/Supply Record sections of the MAF.

(2) Numeric characters of the EOC code (second and third positions) are computer generated using the following rules:

(a) If the first position of the EOC code is A, the computer will generate a zero in the second and third positions of the EOC code.

(b) If the first position of the EOC code is in a range of B-H, J-L, or W-Z, and the first two positions of the WUC are in a range of 11-99, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

(c) If the first position of the EOC code is Z, and the first two positions of the WUC are 03 or 04, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

### 6.3.2 Mission Capability

Maintenance actions impacting mission capability of the end item are considered to be SCIR related. Mission capability is impacted whenever a system or subsystem listed in the MESM cannot be used for its intended function. Sometimes only the function is listed in the MESM. A subsystem is considered nonfunctional even though the final disposition may be no defect (A-799). Sometimes a discrepancy report will imply the subsystem is functional but troubleshooting proves it was not. In these cases, mission capability is considered to be impacted from the time the discrepancy was reported.

### 6.3.3 SCIR Application

a. SCIR is applicable to all on-equipment work on end items having a MESM and is documented by the work center performing the maintenance action whenever mission capability is impacted. When SCIR is not applicable, do not enter an EOC code.

b. SCIR is applicable when mission capability is impaired while:

- (1) Repairing an end item.
- (2) Inspecting an end item.
- (3) Installing a TD on an end item.
- (4) Removing a component from an end item for repair, modification, or calibration.

c. SCIR is not documented:

- (1) On end items not having a MESM.
- (2) When performing off-equipment work.
- (3) When the maintenance action or discrepancy does not impair mission capability of the aircraft.

### 6.3.4 Data Groups

a. SCIR data is entered in blocks B08 through D17 of the MAF as illustrated in Figure 6-7.

b. Sections. The term section describes a physical cluster of data blocks on the MAF. Three sections used for SCIR documentation are:

- (1) REPAIR CYCLE. Blocks B08 - B34.
- (2) AWM. Blocks B38 - B49.
- (3) MAINTENANCE/SUPPLY RECORD. Blocks B53 - D17.

c. Columns. A column is a vertical stack of data blocks designed to collect the same data element, for example, EOC column is blocks B16 and B27 in the REPAIR CYCLE section, and blocks B62, B74, C17, etc., in the MAINTENANCE/SUPPLY RECORD section.

d. Lines. A line is a horizontal group of data blocks designed to record the essence of a single event, for example, blocks B08, B12, and B16 are the received line of the REPAIR CYCLE section; and blocks B53, B54, B58, and B62 are the top line of the MAINTENANCE/SUPPLY RECORD section.

### 6.3.5 Maintenance and Supply Definitions

a. The total length of time an equipment's mission capability is impaired is divided into two major categories; maintenance and supply. Figures 6-8, 6-9, and 6-10 illustrate the most common maintenance versus supply situations. The following is a list of definitions and explanations of maintenance and supply terms in SCIR documentation.

b. **EMT**. This time is spent actually working on the end item and is always documented as maintenance time, even though parts may be on order from supply. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job.

c. **AWM**. This time is when no work is being performed on the end item and no parts are on order from supply. Even though work is stopped for a lack of parts, it is considered AWM until the demand is placed on the supply department.

d. Maintenance Time. The sum of AWM and EMT.

e. **AWP**. Parts are not considered to be on order (AWP) until demand has been forwarded to the SRS of the Supply Department.

f. SCIR Gripe Life. The total length of time a discrepancy is SCIR related. As a formula, SCIR GRIPE LIFE = AWP + EMT + AWM. (This formula is not applicable to inspection control documents.)

g. Computer Generated AWM (AWM 0). Using the SCIR gripe life formula above, the computer will account for every hour of gripe life. Time which has not been accounted for as supply, EMT, or documented AWM will be categorized as AWM and assigned a reason code of 0. Computer generated AWM will never be documented on the MAF.

### 6.3.6 Repair Cycle Documentation

Figures 6-8, 6-9, and 6-10 illustrate how the repair cycle section would be filled out to document three common maintenance situations. The following describes line entries:

RECEIVED. Enter date and time maintenance action was reported. In EOC block (B16), enter the EOC code that best describes the current mission capability of the equipment. "Received" is automatically considered to be in a maintenance status.

IN WORK. Enter the date and time work was begun on the maintenance action. The date and time on the in-work line must be equal to or later than the date and time on the received line. In the EOC block (B27), enter the EOC code that best describes the mission capability of the equipment when work was begun. "In-work" is automatically considered to be in a maintenance status.

COMPLETED. Enter the date and time the maintenance action was completed. The date and time entered on the completed line must be the latest date and time entered in the Repair Cycle, or Maintenance/Supply Record Section. As the completed line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

### 6.3.7 Maintenance/Supply Record Documentation

a. In the Maintenance/Supply Record section, the documentor keeps track of changes in job status between maintenance and supply, and changes in mission capability that occur during the [maintenance action](#). The only job status conditions documented by non-NMCD SCIR are Maintenance (M) and Supply (S); therefore changes between [EMT](#) and [AWM](#) will not be documented, because both are defined as maintenance. [Figures 6-8, 6-9, and 6-10](#) illustrate how the Maintenance/Supply Record section would be filled out to document three common maintenance situations. The following describes block entries:

JOB STATUS. Enter the alpha character that describes the current job status. The alpha character S is used when maintenance is halted due to [AWP](#). The alpha character M is used to indicate the end of an AWP status or a change of [EOC code](#). (Refer to [paragraph 6.3.9](#) for an explanation of a change in EOC code.)

DATE. Enter the date the job status indicated on that line began.

TIME. Enter the time the job status indicated on that line began.

[EOC](#). Enter the EOC code that best describes the mission capability of the equipment at the date and time indicated on that line.

b. Documentation Sequence. The date and time on the top line of the Maintenance/Supply Record sections (blocks B54 and B58) must be equal to or later than the date and time on the in-work line of the Repair Cycle section. The date and time on the succeeding line must be equal to or greater than the date and time on the line directly above.

### 6.3.8 Awaiting Maintenance Documentation

a. [AWM](#) is only accounted for during the time an [end item's](#) mission capability is impaired. Do not accumulate AWM time on [maintenance actions](#) when NMCD or SCIR is not documented in the [EOC code](#) blocks of the Repair Cycle and Maintenance/Supply Record sections. [Figures 6-8, 6-9, and 6-10](#) illustrate how AWM would be documented in three of the most common maintenance situations.

b. Accumulated Awaiting Maintenance Section. This section is located in the upper right hand corner of the [MAF](#). This section is used as a scratch pad to record the begin date and time of the appropriate AWM Reason code(s) as listed in [Appendix N](#). At the end of the AWM period, calculate the accumulated AWM Hours and enter in the hours block of this section.

c. Awaiting Maintenance Section. This section is used to record AWM Hours and Reason codes for SCIR related maintenance actions. At the end of maintenance action, or upon close out, total the AWM Hours by Reason Code and enter the three most significant AWM reasons in this section (blocks B38 - B49). Order of significance may be determined by local policy.

### 6.3.9 Change of EOC Code

When an equipment's mission capability is upgraded or degraded during a [maintenance action](#), a new [EOC code](#) is assigned to reflect the change in the capability. A change of mission capability is documented by entering the date and time of the change in the next available line of the REPAIR CYCLE or MAINTENANCE/SUPPLY RECORD section, and entering the revised EOC code in the EOC block of that line. Enter M in the Job Status block on the line reflecting the change of capability if the change is documented in the Maintenance/Supply Record section. This code will always be M because changes can only occur as a result of the work performed on the [end item](#) (EMT will apply). [Figure 6-11](#) illustrates a simple maintenance action involving the change of mission capability. [Figure 6-12](#) illustrates a more complex maintenance action involving the multiple changes of the mission capability.



### 6.3.10 Not Currently Impacting Capability (EOC Code A)

A is a special code recorded in the EOC blocks to indicate that the maintenance action being performed does not currently impair the end item's mission capability; however, at some time during the maintenance action equipment capability is impaired. The second and third positions of this code will be computer generated using rules discussed in paragraph 6.3.1. All EOC blocks will be left blank if equipment capability is never impacted. All EOC blocks will be filled with EOC Code A if equipment capability is impacted at any time during the maintenance action. AWM is not accounted for during the time EOC Code A exists. Figure 6-13 illustrates a maintenance action that requires EOC Code A to be documented. When equipment capability is impacted, enter the date and time of impact in the appropriate line of the Repair Cycle or the MAINTENANCE/SUPPLY RECORD section and the EOC code describing the degree of impact in the EOC block on that line. Fill in empty EOC blocks above that point with A.

### 6.3.11 Redundant Subsystems

Some equipment have redundant subsystems, such as subsystems that perform the same or similar functions. These subsystems are always identified on the MESM with multiple EOC codes and a note explaining when to use them. When one of the subsystems is discrepant, the equipment capability is degraded and would be assigned an EOC code. If both subsystems are discrepant at the same time, the equipment capability would be further degraded and the EOC code for each maintenance action would be changed to reflect the reduced capability. When one of the maintenance actions no longer impacts equipment capability, the EOC code of the remaining maintenance action is changed to reflect the increased capability. Figure 6-14 illustrates a situation requiring documentation of redundant subsystems and shows how the SCIR portion of both MAFs would be filled out to document the situation displayed.

### 6.3.12 Out of Reporting

When equipment is removed from SCIR reporting status, with no change of reporting custodian, the EOC code will be changed to A. When the equipment is returned to SCIR reporting status, the EOC code will be changed to reflect the mission capability at that time. Refer to paragraph 6.2.2 for an explanation of inventory actions.

### 6.3.13 SCIR Aspects of Inspection Documentation

a. **NMC** - Scheduled Maintenance (Standard Upkeep). An aircraft shall be reported NMC during all periods of time when it is not available for a mission because of scheduled maintenance. Scheduled maintenance time for reporting purposes includes phase, engine, and special inspections when the combination of inspection requirements is such that it requires placing the aircraft in an inoperable condition. It does not include time spent performing daily inspections and turnaround inspections or corrosion prevention when the requirements do not require placing the aircraft in an inoperable condition. The criteria for determining whether an aircraft is capable of mission performance because of scheduled maintenance are as follows:

(1) **Phase Inspection** - When phase inspection requirements do not require a major disassembly of the aircraft and, thus, does not affect the mission performance of the aircraft, the aircraft will remain in a FMC or PMC status during the entire portion of the look phase. An aircraft will be considered NMC only if panels and equipment removed to conduct area inspections cannot be replaced within 2 hours. An example of a phase inspection not meeting the 2-hour rule during a portion of the inspection is shown in Figure 6-15.

**NOTE:** When scheduled inspection requirements do not require a major disassembly of the aircraft or equipment and thus do not affect mission capability, the aircraft or equipment is considered to be mission capable during the entire portion of the look phase of the inspection. However, if panels and equipment are removed to conduct area inspections and cannot be replaced within a

2-hour time frame, then that portion of the inspection will be considered to have impacted mission capability and will be documented using the appropriate EOC code. Mission capability will be impacted and the appropriate EOC code assigned when an aircraft or equipment reaches the maximum operational limit allowed between scheduled maintenance intervals or a condition exists which makes the aircraft or equipment not safely operable until the inspection is complete.

(2) Mission Capable - Special Inspections. An aircraft will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a two-hour period.

(3) **Conditional Inspections.** Document SCIR during the look phase of the conditional inspections only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed; or (2) higher authority directs a one-time inspection, not ordered in a TD, that restricts the aircraft from flight. Aircraft undergoing conditional inspections to determine equipment condition, for example, precarrier, predeployment, aircraft ferry, acceptance, or transfer, will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a 2-hour period.

b. Look Phase - Single Work Center. When one work center is responsible for an entire inspection, man-hours, EMT, and SCIR are collected on the inspection control document in the normal manner as described in the preceding paragraphs of this chapter.

c. Look Phase - Multiple Work Centers. The inspection control document is used to collect man-hours and EMT expended by the work center controlling the inspection and is the only look phase MAF used to collect SCIR data. Man-hours and EMT expended by work centers other than the one controlling the inspection are collected on supporting look phase documents. Because SCIR data is not collected on supporting look phase documents, special care must be taken to ensure that AWM and supply time is accurately portrayed on the control document. Figure 6-16 illustrates an AWM/supply situation that could occur when more than one work center is involved in a single inspection. The work center controlling the inspection is responsible for AWM and supply documentation in accordance with the following rules:

(1) AWM. AWM is that maintenance time when no work is being performed by any work center involved in the inspection.

(2) Supply. Supply time is when any work center involved in the inspection is AWP and no work is being performed by any work center involved in the inspection. Because AWM, supply, and EMT performed by more than one work center may overlap, the formula for "gripe life" ( $SCIR\ GRIPE\ LIFE = AWP + EMT + AWM$ ) does not apply to the inspection control document.

d. Fix Phase. Fix phase discrepancies are not affected by control document procedures and are documented in the normal manner as described in the preceding paragraphs.

#### 6.3.14 Subsystem Capability and Impact Reporting Close Out

a. Paragraphs 6.11.4 and 6.11.5 are examples of a MAF documented for a close out of an SCIR related maintenance action.

b. Closed Out in Maintenance. If the maintenance action was closed out in a maintenance status, leave the IN WORK line, COMPLETED line, and the MAINTENANCE/SUPPLY RECORD Section open to document the SCIR situations that occur as the maintenance action progresses.

c. Closed Out in Supply. If the maintenance action was closed out in a supply status, enter the first day of the new report period, time 0001, and applicable EOC code in the RECEIVED, IN WORK, and the first



line of the MAINTENANCE/SUPPLY RECORD section with a Job Status of S in block B53. Leave the COMPLETED line and succeeding lines of the MAINTENANCE/SUPPLY RECORD Section open to document the SCIR situations that occur as the maintenance action progresses.

**NOTE:** If operating NALCOMIS OMA, the SA/A shall coordinate all end of month close out actions with Maintenance Control and respective work centers. Work center supervisors shall ensure all applicable data is completed on the MAF before end of month close out action is taken. Maintenance Control will review all end of month close out candidates and annotate new MCN in the ADB or replace existing MAF in ADB with the reinitiated MAF. Supervisor and Maintenance Control signatures are not required.

#### 6.4 Aircraft Maintenance Documentation

The following procedures will also be used to document maintenance actions performed on squadron aircraft by a team of individuals assigned TAD to a Wing or air station, such as a Compass Swing Team or a TD Compliance Team. The MAF should be completed as if the squadron had performed the maintenance action. All EMT, man-hours, and SCIR (if applicable) will be documented.

##### 6.4.1 Aircraft Repair

a. Troubleshooting. This time will be documented separately when the time expended in locating a discrepancy is considered to be great enough to warrant separating the troubleshooting time from the repair time. Separating troubleshooting time requires completion of two MAFs, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate MAF using the system, subsystem, or assembly WUC (as appropriate) (paragraphs 6.11.6 and 6.11.7).

b. On Equipment Repair (Repairable Component Replacement). A MAF is used to document the removal and replacement of repairable components while performing on equipment repair. Refer to paragraph 6.11.8 for documentation procedures.

c. Turn-In of Repairables and Locally Repaired Consumables. A MAF is used to document the removal and subsequent IMA processing of a repairable component. These procedures will also apply to consumable components that are inducted into an IMA for repair. The MAF will be completed per paragraph 6.1.3 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center (paragraph 6.11.9).

d. Receipt of Unsatisfactory Material from Supply. When components received from supply prove unsatisfactory, the following procedures will be followed.

(1) Component Received Non-RFI and Not Installed or Improper Replacement Received. If non-RFI before installation or an improper replacement is received, notify Material Control. The original MAF remains outstanding and the non-RFI component will be turned in on a DOD Single Line Item Release Receipt Document (DD 1348-1) prepared by Material Control. Ensure all accompanying documentation, for example, RFI tag, SRC card, and MAF Copy 4, are returned with all items.

(2) Component Received Non-RFI and Installed. Complete the original MAF per paragraph 6.1.3. Initiate a new MAF with a new JCN. Figure 6-24 is an example of a MAF documented when a component is received non-RFI and installed. A replacement component is requisitioned using the new MAF. Initiate a MAF as a turn-in document to accompany the non-RFI component to the IMA.

e. Component Received Missing SRC Card, ASR, MSR, or AESR. Components, assemblies, or equipment received from supply missing SRC cards, ASRs, MSRs, or AESRs shall be considered as non-RFI and turned in on a DOD Single Line Item Release Receipt Document (DD 1348-1) prepared by Material

Control. If the component is installed and cannot be determined to be new, it shall be considered faulty. Paragraph 6.11.10 is an example of a MAF documented for turn-in of a component that is missing the SRC card. Items missing ASRs, MSRs, or AESRs should be documented in a similar manner.

f. **Cannibalization Documentation.** Any order to cannibalize a system must come from **Maintenance Control**. Maintenance Control will issue a numeric JCN for the removal and replacement of the component being cannibalized. The procedures listed in this paragraph apply to all cannibalizations from **end items**, for example, aircraft and **SE. Egress system** related cartridges, **CADs**, **PADs** will not be cannibalized without prior cognizant wing (ashore) or **CVW** (afloat) approval. Personnel and drogue parachutes and **SSKs** are excluded from this policy (paragraph 6.11.12).

g. **Matched System Documentation.** Documentation of **maintenance actions** on components removed as a matched system, for processing at the IMA, for example, ASA-13A and APN-22/117, is performed as follows. Each component is removed on a separate MAF using procedures in paragraphs 6.11.13 and 6.11.14. Each component must have a separate JCN assigned by Maintenance Control. Each component within a matched system that must be removed during a maintenance action will be assigned the same **MAL** code that describes the system **defect**. In addition to the brief narrative, a statement will be added to the Discrepancy block, such as, "Matched Set, See JCN\_\_\_\_\_". An additional MAF turn-in control document is initiated for each component. The turn-in document accompanies the component for processing and has all maintenance actions documented per paragraph 6.1.3).

h. **Assisting Work Center Documentation.** When it becomes necessary for another work center to assist the work center primarily assigned to a maintenance action, an assist MAF will be prepared by Maintenance Control and processed per paragraph 6.1.3 with the following except as noted in Figure 6-28. These procedures do not apply to look **phase inspections**, the removal and reinstallation to **FOM**, or cannibalization. Document **SCIR** (if applicable) when the WUC is different from that used by the primary work center.

i. **FOM Action Documentation.** A FOM action is the removal and subsequent reinstallation of RFI engine(s) or component(s) from an end item in support of, or to permit access to, another maintenance action on the same end item. The component(s) removed is not identified in the REMOVED/OLD ITEM or INSTALLED/NEW ITEM block of the FOM MAF. When a component has been removed, note its **serial number** (if any) in the "local use" block for reference when the item is reinstalled. This notation will provide positive accountability of serialized RFI components removed to FOM. Document **SCIR** (if applicable) (paragraph 6.11.16).

j. **Aircraft Wheel and Tire Documentation.** Aircraft tire documentation is unique in that the required information varies throughout the life cycle of the tire carcass. A structured part number, indicating the cycle the tire is presently in and the serial number and manufacturer's code of the original tire carcass, is required for continuity. The built-up wheel and tire assemblies are documented, treating the wheel as a major repairable component and the tire as a repairable subassembly of the wheel (paragraphs 6.11.17 and 6.11.18).

k. **Aircraft Transfer or Strike Close Out.** When an aircraft is involved in a transfer or a strike, all outstanding maintenance actions for the affected aircraft will be closed out by the assigned work center, and forwarded to the analyst for processing. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity using the **Julian date** and time as recorded on the aircraft inventory gain MAF (paragraph 6.11.19).

#### l. Transient Maintenance

(1) Maintenance actions completed on transient aircraft (Navy or non-Navy) are documented by the activity actually performing the transient maintenance. The activity performing transient maintenance shall

provide the aircraft reporting custodian with documentation necessary to report SCIR and to update [aircraft logbooks](#) and records. The documentation shall include but is not limited to a legible MAF Copy 4 for each maintenance action performed, SRC cards, AESRs, etc. The documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation maintenance data system data. To supply the transient aircraft parent organization with necessary records of aircraft repair or [TD](#) that may have been initiated or completed, it is necessary to ensure the MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs ([paragraph 6.11.20](#)).

**NOTE: SCIR and flight data shall be transmitted to the reporting custodian via naval message if other means of forwarding this data will not allow timely receipt for aviation [3M](#) reporting period close out.**

(2) Transient Maintenance SCIR Data. The reporting custodian of an aircraft receiving transient maintenance shall, upon receipt of applicable documents, update aircraft logbooks and records, and report SCIR data in the following manner. Submit the completed document to the analyst for processing ([paragraph 6.11.21](#)).

**NOTE: In the absence of designated [QA](#) expertise during transient maintenance, the pilot in command is authorized to either sign as inspector or designate a qualified member of the aircrew to function in this capacity. The pilot or designee will inspect the work performed from a technical standpoint to the best of their ability to ensure sound maintenance procedures were followed and areas where maintenance was performed are free from foreign objects. In the event the discrepancy involves flight safety, a [QAR](#) shall reinspect the repairs upon return to home base.**

m. In-Flight Maintenance. All in-flight maintenance is documented on a MAF. In the absence of designated QA personnel during in-flight maintenance, the senior aircrew maintenance person is authorized to sign as inspector and shall inspect the work performed from a technical standpoint to the best of their ability to ensure sound maintenance procedures and practices were followed, and areas where maintenance was performed are free of foreign objects ([paragraph 6.11.22](#)).

**NOTE: In the event a flight safety discrepancy is repaired while airborne, a designated [QAR](#) shall inspect the repairs after return to home base. This is in addition to the inspection performed above.**

n. Away From Home Maintenance. Most organizations occasionally deploy single aircraft or small units away from the parent organization for short periods of time, for example, hurricane evacuation, cross-country flight, and rocket and gunnery training. If maintenance personnel are deployed with the aircraft, all maintenance actions accomplished while they are deployed are documented against work center X30 or the parent work center ([paragraph 6.11.23](#)).

o. Battery Documentation. Batteries may be removed as part of a scheduled maintenance action or as a result of unscheduled maintenance. In both cases, they will be documented on a repairable component replacement MAF ([Figure 6-21](#)). If the battery is replaced as part of a scheduled maintenance action, use Malfunction Code 804 and [WD](#) code O. The battery will be turned in on a repairable turn-in MAF ([Figure 6-22](#)).

p. Components authorized to be removed from an aircraft prior to induction into [standard rework](#) and retained by the squadron will be documented on a MAF using Malfunction Code 805 and [AT](#) code P. Prior to reinstallation, those components should be inducted into IMA for check, test, or service, using a MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA using [AT](#) code P and Malfunction Code 805. Copy 2 will not be processed in these instances.

q. Documentation of aircraft [CARTs](#), CADs, and PADs. Replacement of aircraft installed explosive devices requires an individual MAF for removal and replacement of each device. The removal and

replacement action will be documented in the Removed/Old Item and Installed/New Item blocks using [TRCODE](#) 18 or 19 as appropriate. The WUC block (A22) shall reflect the assigned WUC obtained from the WUC manual. The Part Number blocks (E23 and G23) shall reflect the lot number of the devices being removed and installed. Time/Cycle blocks (E42 and G38) shall have an entry using Time/Cycle Prefix Code H and the container open date for CARTs or CADs and the propellant manufacture date for PADs ([paragraph 6.11.24](#)).

r. Intra-Activity Support MAF. [Paragraphs 6.11.25](#) and [6.11.26](#) are examples of intra-activity support MAFs. This procedure allows documentation for local manufacture of material to support [ALSS](#) equipment, nonaeronautical equipment, or aircraft equipment not currently identified by a WUC. It does not replace assist MAF procedures which assist a primary repair action or work request for work that is beyond an activity's capabilities.

s. Aircraft and Aeronautical Equipment Corrosion Documentation. Corrosion prevention and treatment of aircraft and aeronautical equipment is performed as part of a scheduled maintenance requirement or as an unscheduled maintenance action.

(1) Corrosion prevention requirements found while complying with [MRCs](#) (scheduled maintenance) will be documented on the inspection look phase MAF. This includes aircraft washing performed as part of a scheduled inspection.

(2) Corrosion treatment requirements found during the look phase of an inspection will be documented on a fix phase MAF. Use AT code Z and Malfunction Code 170. The treatment of bare metal is included in this category.

(3) Unscheduled corrosion prevention is documented on the MAF only when the elapsed maintenance time exceeds one-half man-hour. Unscheduled aircraft cleaning and temporary repairs of bare metal are included in this category. Multiple items processed may be documented. Use WUC 040, AT code 0, Malfunction Code 000, WD code O, and [TM](#) code D.

(4) Unscheduled corrosion treatment actions are documented on the MAF using AT code Z and Malfunction Code 170.

t. Aircraft mission or SE reconfiguration is defined as the installation or removal of equipment required to reconfigure an aircraft or piece of SE to perform a new or different mission tasking than last performed. It includes, but is not limited to, equipment identified as mission mounted equipment in [Appendix K](#). It does not include materials which are consumed, expanded, or undergo changes in their physical properties during use. Mission mounted equipment may exhibit one or more of the following characteristics: (1) installation or removal generally takes longer than a typical turnaround cycle; (2) installation required electrical, electronic, hydraulic, or mechanical checks to ensure functionality; (3) classified as repairable or contains repairable components; (4) requires supplemental records, such as SRC cards, [EHR](#) cards, or AESRs; (5) periodic maintenance intervals have been established; or (6) once installed, equipment is likely to remain installed for extended periods of time, for example, longer than one day ([paragraph 6.11.27](#)).

#### 6.4.2 Aircraft Inspections

a. [Acceptance Inspections](#). These inspections are documented using the [special inspection](#) procedures in [paragraph 6.4.2d](#). [Maintenance Control](#) will issue a numeric JCN using a MAF as a control document. The document will be identical to a [conditional inspection](#) control document except as noted below. Upon completion of the inspection, the control document will be submitted to Maintenance Control. Look phase documents are issued to each [work center](#) participating in the inspection and will be completed per [paragraph 6.4.2c\(3\)](#). If only one work center is involved in the inspection look phase, [man-hours](#) may be accounted for

on the control document. Any discrepancies discovered are reported to Maintenance Control and assigned JCNs with numeric serial numbers (paragraphs 6.11.28, 6.11.29, and 6.11.30).

b. **Transfer Inspections.** These inspections are documented using the special inspection procedures in paragraph 6.4.2d. Maintenance Control will issue a numeric JCN using a MAF as a control document. Upon completion of the inspection the control document will be processed by Maintenance Control with 1 item processed in block A39. Look phase documents are issued to each work center participating in the inspection and will be completed per paragraph 6.4.2c(3). If only one work center is involved in the inspection, look phase man-hours may be accounted for on the control document. Any discrepancies discovered are reported to Maintenance Control and assigned numeric JCNs. Fix phase documentation will be the same as for special inspections except the **WD** code will be G and the **TM** code will be E. The document will be identical to a special/conditional inspection control document except as noted in paragraph 6.11.31.

c. **Major Inspections.** All aircraft inspections except repetitive inspections, such as daily/turnaround, are documented on the MAF using a unique coding system in order to identify the total effort as a continuous maintenance event. The principal documents involved are control documents, look phase documents, and fix phase documents (as necessary).

(1) **Coding System.** This unique coding system is explained in the following blocks:

A08 through A14 - JCN. The JCN is constructed by using the activity's organization code, the **Julian date** on which the aircraft was inducted for inspection, and an alpha/numeric serial number. The first aircraft or engine inspection, on any given day, will be assigned the JCN serial number A00. When this serial number is assigned to an aircraft major inspection each engine major inspection will be assigned the next alphanumeric serial number in sequence, for example, if A00 is assigned to the first aircraft inspection of the day, B00 is assigned to the first (or only) engine due for inspection, C00 is assigned to the second engine. The second aircraft inspection on that day will be assigned D00. The first (or only) engine from that aircraft would be assigned E00, etc.

A22 - WUC. Enter a unique seven position **WUC** assigned by Maintenance Control for each major inspection. This WUC will be used for both control and look phase MAFs related to the inspection. It is constructed as follows:

The first two positions will be "03". The third through seventh positions will be constructed to identify the specific type of inspection(s) being performed.

Position 3. For aircraft under phase maintenance, indicate with the appropriate alpha character the aircraft inspection phase being performed, as listed in the applicable **MRC** deck.

**NOTE: When phase inspections are combined, for example, a combined phase A and B inspection, each phase requires a separate control document. Look/fix phase elements that are peculiar to a certain phase inspection are documented under that control document. Those items common to both of the phase inspections will be documented to the phase inspection concurrently due. Combining phases is permitted only during phase implementation.**

Positions 4 through 6. The fourth, fifth, and sixth positions will reflect the hour level of the **major engine inspection** (divided by 10) being performed. Engine and aircraft inspections may be documented concurrently or separately as required. On multiple engine aircraft, if more than one engine is due an inspection concurrently with the aircraft inspection, the WUC for the aircraft control document for all concurrent inspections will reflect the highest hour level engine inspection required.

Position 7. Special inspections will be documented utilizing an appropriate alpha character to indicate the level of special inspection being performed. A WUC seventh position matrix is contained in **Appendix M**.



When multiple inspections are being performed at the same time, one control MAF (aircraft) will be written for all inspections with a control MAF for each individual engine or special inspection. Example. An aircraft that is due a phase B inspection, with #1 engine due a 300-hour major inspection, #2 engine due a 600-hour major inspection, and a 7, 14, 28, and 56 day special inspection would have control documents with WUCs as follows:

Aircraft controlling document	03B060E
1 Engine controlling document	0300300
2 Engine controlling document	0300600
7 & 14 Special controlling document	030000A
28 Day special controlling document	030000B
56 Day special controlling document	030000E

A32 - TRANS ([TRCODE](#)). Enter 11 for control and look phase inspections on aircraft. Enter 12 on power plants MAFs of combined aircraft and engine documentation with zero items processed.

A39 - ITEMS/P (Items Processed). Enter 1 at the completion of the inspection(s) on the control document and 0 item processed on the look phase documents.

A41 - MAN-HOURS. Enter 0.0 (The following paragraph applies.)

A45 - ELAPSED M/T. Enter 0.0. If only one work center is involved in the inspection, look phase man-hours and [EMT](#) are entered on the control document. If more than one work center is involved, a separate MAF must be initiated for each work center. These look phase documents will not be [SCIR](#) related and therefore do not require an [EOC](#) code or [AWM](#).

AWAITING MAINTENANCE. Enter AWM reasons and hours for the three most important AWM reasons as totaled from the accumulated AWM hours section in the upper right hand portion of the control document. If more than three codes are applied, local policy assigns relative importance to AWM codes. AWM is documented on SCIR related MAFs only.

MAINTENANCE/SUPPLY RECORD. Make S and M entries in Job Status blocks B53, B65, etc., and entries in date, time, and EOC code blocks as necessary.

DISCREPANCY. Enter a description of the aircraft inspection due.

CORRECTIVE ACTION. At completion of the inspection, enter "inspection completed."

(2) Control Document. A separate [VIDS/MAF](#) is issued by Maintenance Control for each aircraft inspection indicating all requirements. These control documents will be held open until the inspection is completed and the aircraft is ready for a [FCF](#), if required. The control document for each type inspection will be the only document among the control/look phase documents that will be used to document SCIR data for that inspection. SCIR documents will require the appropriate EOC code and AWM time. Fix phase discrepancies will also be considered SCIR related if they affect the capability of the aircraft ([paragraphs 6.11.32 and 6.11.33](#)).

(3) Look Phase Documents. This type of document is used when personnel are permanently or temporarily assigned to the check crew. A work center assisting in the inspection will be identified in block A19. Look phase man-hours are documented on MAFs by work centers participating in the inspection. These look phase documents will not be SCIR related and will require no EOC code or AWM time. All participating work centers must keep Maintenance Control informed of inspection progress. Maintenance Control must maintain current job status entries and AWM time; therefore, work status for each work center is vital for successful SCIR reporting. Look phase documents will be identical to the control document except as shown in [paragraph 6.11.34](#).

(4) Fix Phase Documents. Fix phase actions, for example, fix in place [maintenance actions](#) or discrepancies which cannot be corrected during the time allotted for look phase on the MRC, are documented on separate MAFs. If the fix phase discrepancy affects the mission capability of the aircraft, it is SCIR related and must be documented ([paragraph 6.11.35](#)).

d. Special Inspections. These inspections are documented using control, look, and fix phase MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. The documents must include the EOC code and AWM. No look phase VIDS/MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft ([paragraphs 6.11.36 and 6.11.37](#)).

e. Conditional Inspections. These inspections are documented using the special inspection procedures above. Maintenance Control will issue a numeric JCN using a MAF as a control document. Document SCIR only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed, or (2) higher authority directs a one-time inspection, not ordered in a [TD](#), that restricts the aircraft from flight. Upon completion of the inspection, the control document will be submitted to Maintenance Control with 1 item processed entered in block A39. Look phase documents are issued to each work center participating in the inspection. If only one work center is involved in the inspection look phase, man-hours may be accounted for on the control document ([paragraphs 6.11.38 and 6.11.39](#)).

f. Preservation Documentation. Applicable publications used in support of the aircraft preservation process include [NAVAIR 15-01-500](#) (Preservation of Naval Aircraft), and Daily, Special, Preservation, Conditional, and [ASPA MRCs](#). Not all aircraft have MRCs revised to include preservation requirements. For those aircraft, [NAVAIR 15-01-500](#) procedures will be followed. [Volumes I and II](#) also provide additional information on the preservation process.

(1) Maintenance actions in support of the aircraft preservation process fall into four general categories:

(a) Initial Preservation. Initial preservation is applied within the time frames listed in [NAVAIR 15-01-500](#) or the applicable MRCs. It includes requirements which are intended to prevent deterioration of the aircraft while in a nonoperating status.

(b) Maintenance While Preserved. Maintenance while preserved includes periodic maintenance requirements that are done after initial preservation is applied. It includes time sensitive requirements that must be done to maintain the initial preservation. Specific intervals are in [NAVAIR 15-01-500](#) or applicable MRCs, and may include intervals such as daily, 7-day, 30-day, 90-day, or 180-day.

(c) Represervation. Represervation is a complete renewal of the initial preservation and is done when a specified length of time has elapsed from the initial preservation date.

(d) Depreservation. Depreservation is done at the time an aircraft is returned to operating status. It includes removal of protective materials and equipment and servicing of the aircraft systems.

(2) Documentation procedures for all preservation processes are the same. Maintenance Control issues a MAF control document and supporting look phase documents to the work centers involved. The same numeric serial number JCN will be assigned to all documents (control and look phase). WUC 049, WD code O, and TM code D will be used. Applicable work centers will complete the look phase MAFs using 0 items processed in block A39. Maintenance Control completes the control document using 1 item processed in block A39 ([paragraphs 6.11.40 and 6.11.41](#)).

(3) Discrepancies discovered during the preservation process look phase will be documented on separate MAFs. They will be assigned a numeric serial number JCN with WD code L, and TM code D.

(4) When the preservation process is determined to be SCIR related, only the control document will be used to document SCIR. Any fix phase discrepancies will be SCIR related if they impact the mission capability of the aircraft.

g. Inspection AWM Close Out. [Paragraph 6.11.42](#) is an example of a MAF documented for a close out of an inspection AWM.

**NOTE: An EOC code of A in the EOC code blocks denotes a SCIR related maintenance action which is not currently affecting equipment capability, and as such, will not be closed out at the end of the reporting period, even though no man-hours have not been expended against a valid EOC code. Maintenance actions that have not been completed at the end of the reporting period, and do not affect equipment capability, will not be closed out.**

h. Combined Airframe and Engine Special Inspections. These inspections are documented using control, look, and fix phase MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. These documents must include the EOC code and AWM. No look phase MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft. For control documents, the JCN is constructed using the activity's organization code, the Julian date on which the aircraft and engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase MAF to indicate the type of special inspection to be accomplished. The alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in [Appendix M](#). Special guidelines to follow when selecting the alpha character for the special inspection being reported are listed in [paragraph 6.4.2c\(1\)](#). Each interval is inclusive of the beginning day and hour and ending day and hour as stated in the applicable MRC deck ([paragraphs 6.11.43, 6.11.44, and 6.11.45](#)).

i. [Turnaround Inspections](#) and [Daily Inspections](#). The look phase and required servicing actions are not documented. Discrepancies which require work center repair actions will be reported to Maintenance Control. Each reported discrepancy is assigned a numeric JCN and is documented on a MAF. In addition, if the discrepancy is SCIR related, EOC code and AWM must be documented. The following codes will be used in documenting these discrepancies:

(1) For discrepancies discovered during turnaround inspections, use WD code K and TM code D.

(2) For discrepancies discovered during daily inspections, use WD code J and TM code D.

#### 6.4.3 MAF Work Request

a. This form is used by supported Maintenance and Supply activities to request work or assistance from the supporting [IMA](#) that is beyond the requesting activity's capability, and does not involve repair of aeronautical material.

b. The [MAF](#) work request is used for, but is not limited to, the following ([paragraphs 6.11.46 through 6.11.58](#)):

(1) To request check, test, and service of items removed from an aircraft/equipment/[SE](#) for scheduled maintenance when requested work is beyond the capability of the requesting activity.



**NOTE:** Work requests for items removed for check, test, service, and local manufacture or fabrication must be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's **Production Control** Supervisor. Batteries removed for check, test, or service will be documented per **paragraph 6.4.1o**.

(2) To induct items not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, and life preservers that require check, test, and service.

(3) To induct items from Supply for check, test, and service.

(4) To induct items from Supply for build-up, for example, engine, quick engine change kit, and wheel and tire assembly.

(5) To induct items not having a **WUC** or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

(6) To request **NDIs**, either on-site or at IMA, as required by supported maintenance activities, when a **TD** is not involved.

(7) To induct items for **RFI** certification prior to installation in aircraft upon the return from **standard rework**.

**NOTE:** Components authorized to be removed from an aircraft prior to induction into rework and retained by the squadron will be documented on the MAF using **MAL** Description Code 805 and **AT** code P. Prior to reinstallation, those components should be inducted into the IMA for check, test, or service, using the MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA using AT code P and Malfunction Code 805. Copy 2 will not be processed in these instances. Subsequent repair of the failed component will require that the requesting activity submit a new MAF with each defective item requiring repair.

#### 6.4.4 Technical Directive Compliance

a. Technical Directive Compliance Procedures (On-Equipment). The **MAF** is used to document all **TD** compliances. The TD compliance MAF is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the form allows identification of all direct **man-hours** expended complying with directives. **Maintenance Control** originates the TD compliance MAF. Maintenance Control will retain all copies of the MAF except Copy 2, following annotation of parts/kit by Material Control if required. They will forward Copy 2 to **QA**. When parts/kits and aircraft/equipment are available for TD compliance forward Copy 1 and Copy 5 to the primary **work center**. Hold Copy 3 in suspense on the **VIDS** board and Copy 4 in the **ADB** until the TD is complete and Copy 1 has been received from the work center. If more than one work center is involved, Maintenance Control must initiate a separate TD compliance MAF for each work centers to document their portion of the TD. TD removals will be documented in the same manner as TD incorporations except for block A35 and the (H-Z) record. TD Status Code Q will be entered in block A35 and the (H-Z) record will be left blank (**paragraphs 6.11.53 through 6.11.66**). If operating **NALCOMIS OMA**, the above process is automated. NALCOMIS MAFs are always routed to appropriate work centers upon initiation.

**NOTE:** **QECK** bulletins/changes and propeller bulletins/changes are considered to be incorporated on the airframe. The **TEC** consists of type/model of the aircraft followed by a 9 in the fourth position, for example, APB9. The **BU/SERNO** will identify the QECK or the propeller (as applicable).

b. Technical Directive Compliance Procedures (Off-Equipment). TDs will frequently require off-equipment work, specifying accomplishment at **I-level**. In these cases, the activity will use the one character

code which actually describes the maintenance level that was performed in block A34 of the TD compliance MAF.

(1) If the TD compliance is directly applicable to a component, the removal and replacement of the component and the associated man-hours will be documented on a MAF. Once the removal is completed, the [maintenance action](#) remains outstanding until the reinstallation has been accomplished. Those man-hours and the [EMT](#) expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45 when the reinstallation is complete. The [O-level](#) activity will then originate a TD compliance MAF for the component being forwarded to the [IMA](#). This TD compliance MAF will accompany the component to the IMA for documenting the accomplishment of the TD compliance action and processing. If a component is not ordered, IMA will sign MAF Copy 2, indicating receipt of the component, and return the Copy 2 to the O-level activity as an [IOU](#) receipt.

(2) The IMA will complete the remainder of the TD compliance MAF, accounting for the item(s) processed in block A39.

(3) If the IMA informs the O-level activity that the component requires repair, the O-level activity must initiate another MAF for turn-in and requisitioning purposes using the original [JCN](#).

c. Close Out. A close out is required for TDs that impact aircraft mission capability. Refer to [Figure 6-17](#) for MAF close out procedures.

## 6.5 Aircraft Engine and Airborne Auxiliary Power Unit Maintenance Documentation

a. General Information. The aircraft is considered to be the [end item](#) when work is performed on engines, except for [TD](#) compliance at the [O-level maintenance](#) activity. Engines to be sent to [IMA](#) for any reason will be considered the end item and the turn-in document will list the engine [TEC](#) and the engine [PSSN](#), or the module [serial number](#), in blocks A48 and A52 of the [MAF](#). When documentation requires an engine or [APU](#) to be identified in the Removed/Old Item or Installed/New Item blocks (E08-E52 or G08-G48), the [MFGR](#) block (E08/G08) will reflect the engine/APU TEC and position number, for example, JHDA2. The Part Number blocks (E23/G23) will be left blank when TECs are used in the MFGR blocks to identify engines/APUs.

b. Documentation procedures for an aircraft engine or airborne APU are the same with the following exceptions:

(1) Block 14 (H-Z) Manufacturer's Code. When identifying an APU always enter numeric 1 for engine position; for example, PHAB1.

(2) Block E08 and G08. When identifying an APU always enter numeric 1 for engine position; for example, PHAB1.

(3) Block E42 and G38. When documenting APU enter the engine hour meter or start counter reading (as appropriate).

### 6.5.1 Engine TD Compliance

a. General Information. The [MAF](#) will be used to document all [TD](#) compliance [maintenance actions](#). The TD compliance MAF ([paragraphs 6.11.57 through 6.11.66](#)) is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the MAF allows identification of all direct [man-hours](#) expended complying with directives. [Maintenance Control](#) will generate the TD compliance MAF. If more than one [work center](#) is involved, Maintenance Control must

initiate a separate TD compliance MAF for assist work center to document their portion of the TD. If the TD has multiple parts, a separate MAF must be initiated for each part.

**b. Modular Engine TD Compliance**

(1) All TDs for modular engines will be issued against the module.

(2) The **WUC** will be that of the module or component of the module, never the engine.

(3) The **TEC** block (A48) will reflect the equipment category, model/series of the engine. For modules, the engine application series (fourth position) will be X, for example, F404-GE-400 module would be TXAX. If a component is being sent from supply for TD compliance, the TEC will be for the equipment category, model/series with an X in the application series (fourth position), for example, F404-GE-400 engine component separate from a module would be TXAX.

(4) If the TD applies to more than one module, a separate MAF with a unique **JCN** will be issued for each module.

(5) **TRCODE** 41 will be used with modules that do not have a part number change.

(6) **TRCODE** 47 will be used for either a module with a part number change or a TD incorporation on a component. Blocks E08 through E52 and G08 through G48 will be completed.

(7) The **JCN** will be that of the activity requesting the TD incorporation.

(8) When a complete engine is being turned in for a TD compliance the **PSSN** will be entered in the Discrepancy block.

**6.5.2 Engine Cannibalization**

Any order to **cannibalize** an engine or engine component must come from **Maintenance Control** (paragraphs 6.11.67 and 6.11.68). When cannibalization is warranted, Maintenance Control will issue a numeric **serial number JCN** for the removal and replacement of the component being cannibalized. The removal of components for cannibalization and the replacement of components after cannibalization will be documented on one **MAF**. If the component was previously removed and is pending installation, and an administrative decision is made by Maintenance Control to use a component from another aircraft, the requisitioning information will be transferred to the pending installation MAF and will remain outstanding until the component has been installed.

**6.5.3 Nondefective Repairable Engine Components**

Removal and subsequent installation of engine components normally removed from an engine being inducted to a higher maintenance level will be documented as separate **maintenance actions** (paragraphs 6.11.69 and 6.11.70). Documents will have consecutive **JCNs**, one for removal and one for installation. If the removed repairable component is damaged while awaiting installation, it will be forwarded to the next higher level of maintenance for repair/**BCM**. The pending component installation document will be used to requisition a replacement component. A turn-in document will be initiated per component turn-in documentation procedures in **paragraph 6.4.1 b** using the conditional malfunction code in block A36, and forwarded with the damaged component. Upon receipt of a replacement component, complete the installation document as described above.

#### 6.5.4 Engine Inspections

a. **Major Inspections.** O-level activities do not perform independent major inspections on nonreciprocating engines (paragraphs 6.11.71 and 6.11.72). This task is included in the aircraft phase inspections for installed engines. All major inspections, for example, Handbook of Service Instructions, Hourly Engine Maintenance Program are done at the I-level per applicable MRCs.

b. **Special Inspections.** All engine special inspections are documented using control, look, and fix phase MAFs per major inspections of aircraft and engines (paragraphs 6.11.73, 6.11.74, and 6.11.75). For control documents, the JCN is constructed using the activities organization code, the Julian date on which the aircraft/engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase MAF to indicate the type of special inspection to be accomplished. This alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix M. Special guidelines to follow when selecting the alpha character for the special inspection being reported, are listed below and in paragraph 6.4.2c(1):

(1) Each interval is inclusive of the begin day/hour and end day/hour as stated in the applicable MRC deck.

(2) When it becomes necessary to report on a daily and an hourly special inspection with the same alpha character in the seventh position, a separate control document must be used for each inspection.

(3) When reporting special inspections that apply to engines, the engine must be identified in the (H-Z) blocks of the MAF.

c. **Conditional Inspections.** These inspections are documented using the procedures for major inspection of aircraft and engines (paragraphs 6.11.76, 6.11.77, and 6.11.84) except as noted below.

#### 6.5.5 Unscheduled Engine Maintenance

a. **Unscheduled On-Equipment Maintenance.** These maintenance actions will be documented on the MAF per standard MAF documentation procedures except as noted (paragraphs 6.11.79 through 6.11.83). Unscheduled maintenance performed at the O-level on engines is documented with the aircraft identified in blocks A48 and A52 on the MAF.

b. **Unscheduled Engine Removal for IMA Screening/Repair.** The MAF is used by the O-level activity to document engine removal/reinstallation per standard MAF documentation procedures except for the entries listed in this paragraph (paragraph 6.11.84). In the case of modular engines, the PSSN identifies the engine as the end item and the modules will be considered subassemblies. When removing the entire assembly, the TEC and PSSN will be entered in blocks A48 and A52 respectively.

#### 6.6 Support Equipment Maintenance Documentation

a. **TD Compliance.** TD compliance is documented using the TD compliance MAF per paragraph 6.11.85. Maintenance Control schedules all TD compliance actions and initiates all TD compliance MAFs. The O-level activity originates a TD compliance MAF for each end item being sent to the IMA. The TD compliance MAF accompanies the item to the IMA for documentation of the TD compliance and for processing. IMA will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

b. **Inspections/Periodic Maintenance.** All inspections (except preoperational and postoperational) and periodic maintenance actions are documented on a MAF per paragraph 6.11.86. The O-level activity will

originate a MAF for each end item forwarded to the IMA. This MAF will accompany the item to the IMA for documenting the inspections and for processing. The IMA will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

c. End Item Repair. An end item is a combination of assemblies, subassemblies, and parts used in association with each other to perform an operational function. All repair actions are documented on a MAF per [paragraph 6.11.87](#). The O-level activity originates a MAF for each end item being sent to the IMA. This MAF accompanies the item to the IMA for documentation of the repair action. The IMA will sign Copy 2 indicating receipt of the item and return it to the O-level activity as an IOU receipt.

## 6.7 Target Maintenance Documentation

a. Postlaunch Rehabilitation Inspection (Look Phase). A postlaunch rehabilitation inspection is conducted by [O-level](#) maintenance personnel to determine any degradation or damage that may have occurred during a mission and will be documented on a MAF per [paragraph 6.11.88](#).

b. Postlaunch Rehabilitation Inspection (Fix Phase). Any discrepancies discovered during a postlaunch rehabilitation inspection will be documented on the MAF per [paragraph 6.11.89](#). The [WUC](#) identifies the failed component/system.

c. Configuration Change. A target configuration change will be documented on a MAF per [paragraph 6.11.90](#) and is necessary when a component must be installed to support a certain mission.

## 6.8 Standard Rework Documentation

a. [Rework](#) performed on aircraft ([on-site](#)) by naval aircraft industrial establishments, contractor's plants, and other industrial organizations designated by [COMNAVAIRSYSCOM](#) will be documented using control, look, and fix phase documents.

b. Communication between the depot and the squadron is crucial since the squadron is responsible for all aircraft readiness status changes for the depot.

(1) Depot activities will notify the reporting custodian upon arrival of the aircraft to be inducted into rework. At that time, the squadron will initiate the rework control document placing the aircraft in rework status.

(2) When the depot activity is ready to change the status of the aircraft, the depot will notify the squadron, which will complete the control document to terminate the aircraft [standard rework](#) status.

c. Rework hours commence accumulation at standard rework control document initiation. Rework hours stop accumulation when the [CDI](#) entry is entered on the last outstanding look phase document.

**NOTE: The rework process encompasses the look phase only for rework purpose.**

d. An individual with administrative certification authority may complete and sign the control document.

e. Detailed documentation:

(1) The control document will be initiated by the reporting activity ([paragraph 6.11.91](#)).

(2) Look phase documents will be issued for [O-level](#) support of standard rework ([paragraph 6.11.92](#)).

(3) Look phase documents will be issued for I-level support of standard rework (paragraph 6.11.92). While functioning in this effort, I-level personnel will comply with O-level QA, tool control, and documentation requirements.

**NOTE:** Look phase documents are not issued for D-level. Therefore, Work Center X43 is not currently used and is reserved for future use.

(4) Fix phase documents will be issued for repair of discrepancies discovered during the on-site standard rework process (paragraph 6.11.93).

(a) O-level (level 1) discrepancies will be completed by the squadron.

**NOTE:** To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host work center whenever practical (110, 120, etc.).

(b) I-level (level 2) discrepancies will be completed using the Work Request (paragraph 6.4.3).

(c) D-level (level 3) discrepancies will be accomplished by a D-level activity using assist work center procedures (paragraphs 6.11.15 and 6.11.94). If, in the repair process, a repairable is required the repairable will be ordered on the O-level primary MAF.

## 6.9 In-Service Repair

a. ISR is the repair by COMNAVIAIRSYSCOM FS activities of aircraft damaged beyond the repair capability of ACCs' maintenance activities.

b. ISR will be accomplished using assist work center procedures (paragraphs 6.11.15 and 6.11.94).

## 6.10 Modification

a. Modification is rework performed on new production aircraft and aircraft in the controlling custody of the operating commands. It includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed.

b. Modification will be accomplished using TD incorporation procedures (paragraph 6.11.95).

## 6.11 Documentation Examples

### 6.11.1 Aircraft Inventory Gain

Figure 6-4 is an example of a MAF documented when reporting an aircraft gain. This MAF will be prepared by Maintenance Control upon receipt of an aircraft into the unit's reporting custody and concurrently with the OPNAV XRAY report reflecting the gain. Maintenance Control will also update the E-00 to reflect the receipt and inventory status of the aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - TRCODE; must be 00. (Appendix P)

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BUNO of the aircraft being gained. If there are fewer than six characters, prefix the number with zeros until there are six.

F21 - Enter the inventory code that describes the MCRS. (Appendix F)

F22 - Enter the PUC that identifies the unit reporting the gain.

B30 and B34 - Enter the Julian date of the transaction and the hour and minute of actual receipt of the aircraft for gains. For the purpose of SCIR inventory reporting, aircraft are reported "gained" by date and time.

DISCREPANCY - Enter the narrative description of the gain.



SUPERVISOR - Enter the appropriate signature and rate/rank.

### 6.11.2 Aircraft Inventory Loss (Transfer or Strike)

Figure 6-5 is an example of a MAF documented when reporting an aircraft loss. This MAF will be prepared by Maintenance Control when the unit loses reporting custody of the aircraft per an aircraft transfer order, that is, upon receipt of the OPNAV XRAY report reflecting the change of reporting custody, or upon strike. Maintenance Control will also update the E-00 to reflect the loss of the aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - TRCODE; must be 03. (Appendix P)

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BUNO of the aircraft being lost. If there are fewer than six characters, prefix the number with zeros until there are six.

F21 - Enter the inventory code assigned to the aircraft at the time of loss. (Appendix F)

F22 - Enter the PUC that identifies the unit reporting the loss.

B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY report originated by the receiving activity (if stricken, enter the Julian date of action from the OPNAV XRAY reporting the strike) and the hour and minute of actual loss of the aircraft. Losses appear for SCIR reporting purposes on the same day and time as the gain by the receiving unit.

DISCREPANCY - Enter the narrative description of the loss.

SUPERVISOR - Enter the appropriate signature and rate/rank.

**NOTE: If the inventory loss occurs at 0001 on the first day of the month, report time as 0002. The computer uses 0001 on the first day of the month as monthly roll over time.**

### 6.11.3 Aircraft Change in MCRS Status

An inventory change transaction MAF will be prepared and submitted by Maintenance Control whenever assigned aircraft inventory status changes. Refer to Appendix F for the appropriate status code. Maintenance Control will also update the E-00 to reflect the change of aircraft inventory status. Aircraft are considered to be "IN" MCRS if assigned OPNAV XRAY Status Codes A series. All others are considered in an "OUT" of MCRS. Figure 6-6 is an example of a MAF documented when reporting an aircraft inventory status change. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - TRCODE; must be 02. (Appendix P)

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BUNO of the aircraft being reported. If there are fewer than six characters, prefix the number with zeros until there are six.

F21 - Enter the inventory code for the aircraft. (Appendix F)

F22 - Enter the PUC that identifies the unit reporting the change.

B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY reporting a status change which moved the aircraft either in or out of MCRS status and the hour and minute of actual status change of the aircraft.

DISCREPANCY - Enter the narrative description of the change.

SUPERVISOR - Enter the appropriate signature and rate/rank.

**NOTE: If the inventory loss occurs at 0001 on the first day of the month, report time as 0002. The computer uses 0001 on the first day of the month as monthly roll over time.**

#### 6.11.4 End of Month Close Out MAF

The following procedures apply for close out of all SCIR related maintenance actions except those involving troubleshooting or a change of reporting custodian. (Refer to paragraph 6.4.1a for troubleshooting and paragraph 6.2.2 for inventory reporting). All unfinished maintenance actions that have impacted aircraft mission capability any time during the month must be closed out on the last day of the month. Close out is not required for maintenance actions that have not impacted aircraft capability, such as maintenance actions with no EOCs documented. For SCIR impacted TD compliance use TD Status Code W with TRCODE 41. Close out is done by using the existing MAF and completing the maintenance action as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Record supply requisition(s) (if applicable).  
 A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 2.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 11 or 41. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be N for repair actions, 0 for inspection control documents (Appendix E) and W for TDs. (Appendix J)  
 A36 - MAL description code; enter the applicable code for repair actions, 000 for inspection control documents, and leave blanks for TDs.  
 A39 - Items processed; must be 0.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment being processed.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. (Appendix R)  
 A59 - Enter the appropriate TM code. (Appendix H)  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed (as of 2400 on the last day of the month).  
 B38 through B49 - Make the appropriate entries.  
 B53 through D17 - Make the appropriate entries (if applicable).  
 E08 through E52 - Will not be processed by the NDCSC.  
 G08 through G48 - Will not be processed by the NDCSC.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the close out action.  
 SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

**NOTE:** Refer to paragraph 6.3.14 if operating NALCOMIS OMA.

#### 6.11.5 Reinitiated MAF After Close Out

Figure 6-18 is an example of a MAF documented for the reinitiation after a close out. Documentation of a maintenance action that has been closed out is continued by initiating a new MAF. On the reinitiated MAF, data blocks not discussed below should be left open to collect the information that becomes available as the maintenance progressed. An asterisk (\*) denotes that the information must be transcribed from the original MAF.

ACCUMULATED AWM HOURS - Enter the appropriate data; must be 0001 (time) (if applicable).  
 \* (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
 \* A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 2.



- \* A29 - Enter the appropriate O-level organization code.
- \* A34 - Maintenance level; must be 1.
- \* A36 - Enter the conditional MAL description code from the Close Out VIDS/MAF (if applicable); otherwise leave blank. ([Appendix I](#))
- \* A48 - Enter the TEC for the equipment being processed.
- \* A52 - Enter the appropriate BU/SERNO.
- \* A58 - Enter the appropriate WD code. ([Appendix R](#))
- \* A59 - Enter the appropriate TM code. ([Appendix H](#))
- \* B08 through B16 - Enter the appropriate Julian dates and times (as of 0001 on the next day after close out). Enter EOC code (if applicable).
- \* E08 through E52 - Enter the appropriate data for the removed/old item.
- \* A08 through A14 - Enter the assigned JCN.
- A19 - Enter the appropriate work center code. ([Appendix S](#))
- DISCREPANCY - Enter the narrative description of the discrepancy.

**NOTE:** Refer to [paragraph 6.3.14](#) if operating NALCOMIS OMA.

### 6.11.6 Excessive Troubleshooting

[Figure 6-19](#) is an example of a MAF documented for excessive troubleshooting. The troubleshooting MAF is completed per [paragraph 6.1.3](#) except as noted below:

- ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
- ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
- A22 - Enter the appropriate WUC.
- A29 - Enter the appropriate O-level organization code.
- A32 - Enter the appropriate TRCODE. ([Appendix P](#))
- A34 - Maintenance level; must be 1.
- A35 - AT code; must be Y. ([Appendix E](#))
- A36 - Enter the appropriate MAL description code. ([Appendix I](#))
- A39 - Enter the total number of items processed.
- A41 - Enter the total number of man-hours expended.
- A45 - Enter the total EMT that applies.
- A48 - Enter the TEC for the equipment.
- A52 - Enter the appropriate BU/SERNO.
- A58 - Enter the appropriate WD code. ([Appendix R](#))
- A59 - Enter the appropriate TM code. ([Appendix H](#))
- A60 - Enter the POSIT (if applicable).
- B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if (applicable).
- A08 through A14 - Enter the assigned JCN; must be the same as is documented on the repair document.
- A19 - Enter the appropriate work center code. ([Appendix S](#))
- DISCREPANCY - Enter the narrative description of the discrepancy.
- CORRECTIVE ACTION - Enter the narrative description of the corrective action.
- CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.7 On-Equipment Repair

[Figure 6-20](#) is an example of a MAF documented for on equipment repair. The following explains documentation:

- ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
- ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
- ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
- (H-Z) - Enter the failed part(s) and record supply requisition(s) (if applicable).
- A22 - Enter the appropriate WUC.

A29 - Enter the appropriate organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Enter the appropriate maintenance level.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable). Blocks B08 and B12 will be the same as blocks B30 and B34 of the excessive troubleshooting document.  
 B38 through D17 - Enter the AWM reason codes and hours (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.8 On-Equipment Repair (Repairable Component Replacement)

Figure 6-21 is an example of a MAF documented for on equipment repair involving replacement of a repairable component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s) and record supply requisition(s) (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).  
 B38 through D17 - Enter the AWM reason codes and hours and maintenance/supply record data (if applicable).  
 E08 through E52 - Enter the appropriate data for the removed/old item.  
 G08 through G48 - Enter the appropriate data for the installed/new item.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.9 Turn-In of Repairables and Locally Repaired Consumables

Figure 6-22 is an example of a MAF documented for a turn-in and subsequent IMA processing of a repairable/locally repaired consumable component. The MAF will be completed per paragraph 6.1.3 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center. The following explains documentation:

A22 - Enter the appropriate WUC.  
A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. (Appendix I)  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. (Appendix R)  
A59 - Enter the appropriate TM code. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
A65 - Enter the safety/EI serial number (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item. E47 indicates the removal of a warranted item. E52 indicates the contract number.  
A08 through A14 - Enter the assigned JCN.  
DISCREPANCY - Enter the narrative description of the discrepancy and initiator.  
TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

**NOTES: 1. If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.**

**2. Requisition and turn-in procedures for ALSS assemblies and repair parts shall be per NALCOMIS guidelines where applicable or established in this instruction. All ALSS turn-ins will be delivered directly to the ALSS pool.**

#### 6.11.10 Component Received Missing SRC Card

Figure 6-23 is an example of a MAF documented for turn-in of a component that is missing the SRC card. Items missing ASRs, MSRs, or AESRs should be documented in a similar manner. The following explains documentation:

A22 - Enter the appropriate WUC.  
A36 - Enter the malfunction code 140. (Appendix I)  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter WD code Y. (Appendix R)  
A59 - Enter the TM code B. (Appendix H)  
A60 - Enter the POSIT if applicable.  
E08 through E52 - Enter the appropriate data for the removed/old item. In block E42, enter the appropriate time/cycle prefix code (Appendix G) followed by 9999. The use of 9999 indicates the value is unknown.  
A08 through A14 - Enter the assigned JCN.  
DISCREPANCY - Enter the narrative description of the discrepancy and initiator.  
TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

**NOTE: If the determination can be made that the component is in fact new, an SRC Card, ASR, MSR, or AESR will then be initiated by the requisitioning activity.**

### 6.11.11 Component Received Non-RFI and Installed

Figure 6-24 is an example of a MAF documented when a component is received non-RFI and installed. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s) and record supply requisition(s) (as appropriate).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. (Appendix E)  
 A36 - Enter the appropriate MAL description code; as applies to the non-RFI item received from supply. (Appendix I)  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be Y. (Appendix R)  
 A59 - Enter the appropriate TM code. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).  
 E08 through E52 - Enter the appropriate data for the removed/old item.  
 G08 through G48 - Enter the appropriate data for the installed/new item.  
 B38 through B49 - Make the appropriate entries (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

### 6.11.12 Cannibalization Action MAF

Figure 6-25 is an example of a MAF documented for cannibalization action. The removal/installation of items for cannibalization will be documented on one MAF using procedures listed in paragraph 6.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Record supply requisition(s) (if applicable).  
 A22 - Enter the specific WUC of the item being cannibalized.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter 18 on all end items except engine components. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be T. (Appendix E)  
 A36 - MAL description code; must be 812, 813, 814, 815, 816, 817, or 818. (Appendix I)  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be B. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.  
E08 through E52 - Enter the appropriate data for the removed/old item.  
G08 through G48 - Enter the appropriate data for the installed/new item.  
B38 through B49 - Enter the AWM reason code and hours (if applicable).  
B53 through D17 - Enter the appropriate data, as applicable.  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.13 Matched System (Component 1)

[Figure 6-26](#) is an example of documentation for the Matched System (Component 1) [MAF](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the failed parts and record supply requisitions (if applicable).  
A22 - Enter the specific WUC of the item being processed.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#)) The malfunction code must be the same for all components of a matched system at the O-level.  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. ([Appendix R](#))  
A59 - Enter the appropriate TM code. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.  
E08 through E52 - Enter the appropriate data for the removed/old item.  
G08 through G48 - Enter the appropriate data for the installed/new item.  
B38 through B49 - Enter the AWM reason code and hours (if applicable).  
B53 through D17 - Enter the appropriate data (as applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.14 Matched System (Component 2)

Figure 6-27 is an example of documentation for the Matched System (Component 2) MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed parts and record supply requisitions (if applicable).  
 A22 - Enter the specific WUC of the item being processed.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. (Appendix E)  
 A36 - Enter the appropriate MAL description code. (Appendix I) The malfunction code must be the same as component 1.  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. (Appendix R)  
 A59 - Enter the appropriate TM code. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.  
 E08 through E52 - Enter the appropriate data for the removed/old item.  
 G08 through G48 - Enter the appropriate data for the installed/new item.  
 B38 through B49 - Enter the AWM reason code and hours (if applicable).  
 B53 through D17 - Enter the appropriate data, as applicable.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.15 Assisting Work Center

Figure 6-28 is an example of a MAF documented by an assisting work center. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate organization code.  
 A32 - TRCODE; must be 11. (Appendix P)  
 A34 - Enter the appropriate maintenance level.  
 A35 - Enter the appropriate AT code. (Appendix E)  
 A36 - Enter the appropriate MAL description code. (Appendix I)  
 A39 - Enter the number of times the assist action in block A35 was taken against the WUC entered in block A22, providing the WUC is different from that used by the primary work center. If the WUC is the same, enter 0 in this block.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.



A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be V. (Appendix R)  
A59 - Enter the appropriate TM code. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Enter the EOC code (if applicable); when the WUC is different from that used by the primary work center.  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN; must be the same as the primary work center MAF.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.16 Facilitate Other Maintenance Action

Figure 6-29 is an example of a MAF documented for a FOM action. The FOM action is documented per paragraph 6.1.3 except as noted below:

LOCAL USE-When a component has been removed to FOM, note its serial number (if any) in this block for reference when the item is reinstalled.  
ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11 or must be 12 if for engine/engine components. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be S. (Appendix E).  
A36 - MAL description code; must be 800. (Appendix I)  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. (Appendix R)  
A59 - TM code; must be B. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter EOC code if SCIR related.  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Make the appropriate entries (if applicable).  
A08 through A14 - Use the same JCN as the primary maintenance action.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.17 Wheel and Tire Documentation

Figure 6-30 is an example of a MAF documented for a wheel and tire assembly. The wheel will be documented by O-level activities as the major repairable component in the removed item and installed item blocks of the MAF. Documentation procedures will be per paragraph 6.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable). This block will be used for requisitioning wheel/tires on a one-for-one basis.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was initiated, reported in work, and completed. Enter EOC code (if applicable).  
 E08 through E52 - Enter the MFGR code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).  
 G08 through G48 - Enter the MFGR code for the installed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.18 Wheel and Tire Turn-In Document

[Figure 6-31](#) is an example of a [MAF](#) documented for a wheel and tire assembly turn-in. Documentation procedures will be per [paragraph 6.1.3](#) except as noted below:

A22 - Enter the appropriate WUC.  
 A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. ([Appendix I](#))  
 A48 - Enter the TEC for the aircraft.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 E08 through E52 - Enter the MFGR code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).  
 A08 through A14 - Enter the assigned JCN.  
 DISCREPANCY - Enter the narrative description of the discrepancy and initiator.



TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

#### 6.11.19 Aircraft Transfer or Strike (Close Out)

Figure 6-32 is an example of a MAF documented for an aircraft that is transferred or stricken. All data blocks will be completed per paragraph 6.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11 or 41. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be N, 0 (Appendix E) or TD status code W (Appendix J).  
A36 - Enter the appropriate MAL description code based on the discrepancy involved. (Appendix I)  
A39 - Items processed; must be 0.  
A41 - Enter the total number of man-hours expended on the maintenance action, if any, prior to the transfer or strike. If none, enter 0.  
A45 - Enter the total EMT on the maintenance action, if any, prior to the transfer or strike. If none, enter 0.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. (Appendix R)  
A59 - Enter the appropriate TM code. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian date and time of transfer or strike. Enter the EOC code if SCIR related.  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Make the appropriate entries (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION-Enter a note indicating whether the MAF was closed out for transfer or strike.  
SUPERVISOR - Enter the appropriate signature and rate/rank.

**NOTE:** The Safety Office will provide photocopies of all outstanding MAFs on crash damage (strike candidates) aircraft to Maintenance Control for the purpose of close out as soon as practical.

#### 6.11.20 Hosting Activity Repair Document

Figure 6-33 is an example of a MAF documented for repair action by the hosting activity. The host activity will not document SCIR on transient aircraft. The following explains documentation:

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code doing the repair.  
A32 - Enter the appropriate TRCODE. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. (Appendix E)  
A36 - Enter the appropriate MAL description code. (Appendix I)  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. (Appendix R)  
A59 - TM code; must be F. (Appendix H)

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B53 through D17 - Enter the applicable data.

A08 through A14 - Enter the assigned JCN. The first three positions of the JCN are always the organization code of the aircraft reporting custodian. If the organization code is not known, refer to the Organization Code Listing (A7065-01).

A19 - Enter the appropriate work center code. (Appendix S)

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

**NOTE:** The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report SCIR and to update aircraft logbooks/records. This documentation shall include but is not limited to a legible MAF Copy 4 for each maintenance action performed, SRC Cards, AESRs, etc. These documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation MDS data. To supply the transient aircraft parent organization with necessary records of aircraft/engine repair or TD that may have been initiated or completed, it is necessary to ensure the MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs.

#### 6.11.21 Transient Maintenance SCIR Data

Figure 6-34 is an example of a MAF documented for transient maintenance indicating SCIR data. All data blocks will be completed per paragraph 6.1.3 except as noted below. Asterisks (\*) indicate those data blocks that are transcribed from MAF Copy 4 of repair document.

A22\* - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code. The action organization code will always be the same as the JCN organization code transcribed from MAF Copy 4, or any other source provided by the activity performing the transient maintenance.

A32 - TRCODE; must be 72. (Appendix P)

A34\* - Maintenance level; must be 1.

A35\* - Enter the appropriate AT code. (Appendix E)

A36\* - Enter the appropriate MAL description code. (Appendix I)

A52\* - Enter the appropriate BU/SERNO.

A58\* - Enter the appropriate WD code. (Appendix R)

A59\* - TM code; must be F. (Appendix H)

B08 through B34\* - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code.

B53 through D17\* - Enter the applicable data.

A08 through A14\* - Enter the assigned JCN.

SUPERVISOR - Enter the appropriate signatures and rates/ranks of the Maintenance Control Supervisor or designated representative to authenticate validity of the data.

#### 6.11.22 In-Flight Maintenance (No CDI)

Figure 6-35 is an example of a MAF documented for in-flight maintenance (no CDI). Maintenance performed in-flight is documented per paragraph 6.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. ([Appendix R](#))  
A59 - Enter the appropriate TM code; must be B. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed.  
Document SCIR (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN.  
A19 - Work center code; must be X20. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.23 Away From Home Maintenance (Excepting)

Figure 6-36 is an example of a MAF documented for an away from home maintenance action excepting. All data blocks will be completed per [paragraph 6.1.3](#), except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. ([Appendix R](#))  
A59 - Enter the appropriate TM code. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.  
Document SCIR (if applicable).  
B38 through B49 - Enter the appropriate data (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Work center code; must be X30. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.24 Removal and Replacement of Cartridges, Cartridge Activated Devices, and Propellant Actuated Devices(Organizational Level Maintenance)

Figure 6-37 is an example of a [MAF](#) documented for the removal and replacement of aircraft installed explosive devices. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
 A22 - Enter the WUC for the item being processed. (WUC 97000 series are for explosive devices)  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment being processed.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).  
 B38 through D17 - Enter the AWM reason codes, hours, and maintenance or supply record data (if applicable).  
 E08 through E52 - Enter the appropriate data for the removed/old item. The part number block (E23) shall reflect the lot number of the device removed. The time/cycle block (E42) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs.  
 G08 through G48 - Enter the appropriate data for the installed/new item. The part number block (G23) shall reflect the lot number of the device installed. The time/cycle block (G38) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the close out action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.25 Intra-Activity Support (1)

Figure 6-38 is an example of documentation for the Intra-Activity Support (1) [MAF](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter supply requisition(s) (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 11. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be A. ([Appendix E](#))

A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be L. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.26 Intra-Activity Support (2)

[Figure 6-39](#) is an example of documentation for the Intra-Activity Support (2) [MAF](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be A. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be L. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.27 Aircraft Mission or SE Reconfiguration

[Figure 6-40](#) is an example of a [MAF](#) documented for a change in aircraft mission reconfiguration. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate organization code.  
A32 - TRCODE; must be 16 for removal and 17 for installation. ([Appendix P](#))

A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code; must be P for removal and Q for installation. ([Appendix E](#))  
 A36 - MAL description code; must be 801. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the WD code O. ([Appendix R](#))  
 A59 - Enter the TM code B. ([Appendix H](#))  
 B08 through B34 - Enter the appropriate Julian date and time that work was received, started, or completed.  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
 G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.28 Acceptance Inspection

Figure 6-41 is an example of a MAF documented for an acceptance inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 A22 - WUC must be 030.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. ([Appendix E](#)).  
 A36 - MAL description code; must be 000. ([Appendix I](#)).  
 A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the WD; must be O. ([Appendix R](#))  
 A59 - TM code; must be E. ([Appendix H](#))  
 B08 through B34 - Enter the appropriate Julian date and time that work was received, started, or completed.  
 Enter EOC code (if applicable).  
 B38 through B49 - Enter the appropriate entries (only if SCIR impacted).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.



### 6.11.29 Acceptance Inspection (Fix In Place Discrepancy)

Figure 6-42 is an example of a MAF documented for a fix in place acceptance inspection. Fix in place discrepancies discovered during the look phase of an acceptance inspection will be documented per paragraph 6.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
A22 - Enter the WUC for the item being processed.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. (Appendix E)  
A36 - Enter the appropriate MAL description code. (Appendix I)  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. (Appendix R)  
A59 - TM code; must be E. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.30 Acceptance Inspection (Repairable Required)

Figure 6-43 is an example of a MAF documented for an acceptance inspection which requires the removal/replacement of a repairable component. It will be documented per paragraph 6.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. (Appendix E)  
A36 - Enter the appropriate MAL description code. (Appendix I)  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. (Appendix R)

A59 - TM code; must be E. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).  
 E08 through E52 - Enter the appropriate data for the removed/old item (if applicable). E47 indicates the removal of a warranted item. E52 indicates the contract number.  
 G08 through G48 - Enter the appropriate data for the installed/new item (if applicable). Leave G43 and G48 blank when installing an item that is not under warranty.  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.31 Transfer Inspection

[Figure 6-44](#) is an example of a [MAF](#) documented for a [transfer inspection](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 A22 - WUC must be 030.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. ([Appendix E](#))  
 A36 - MAL description code; must be 000. ([Appendix I](#))  
 A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))  
 A59 - TM code; must be E. ([Appendix H](#))  
 B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed. Enter EOC codes (if applicable).  
 B38 through B49 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.32 Aircraft Phase Inspection (Check Crew Not Integrated) Control Document

[Figure 6-45](#) is an example of a [MAF](#) documented for an aircraft phase inspection control document when the check crew is not integrated. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the data to identify the engine (if applicable).



A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be 0. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Items processed; must be 1.  
A41 - Man-hours; 0.0.  
A45 - EMT; 0.0.  
A48 - Enter the TEC for the equipment  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be G. ([Appendix H](#))  
B08 through B34 - Enter the Julian date and time that work was received, started, or completed. Enter EOC codes (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN.  
A19 - Work center code; must be 020. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.33 Aircraft Phase Inspection (Multiple Inspection) Control Document

[Figure 6-46](#) is an example of a [MAF](#) documented where an engine inspection and a special inspection are to be performed concurrently. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the data to identify the engine (if applicable).  
A22 - Enter the appropriate WUC. This entry reflects the hour-level inspection due on the engine (fourth through sixth positions) and the specific special inspection due (seventh position).  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be 0. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Items processed; must be 1.  
A41 - Enter the total number of man-hours expended (if applicable).  
A45 - Enter the total EMT that applies (if applicable).  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be G. ([Appendix H](#))  
B08 through B34 - Enter the Julian date and time that work was received, started, or completed. Enter EOC codes (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.34 Aircraft Phase Inspection Man-Hours (Control and Look Phase)

Figure 6-47 is an example of a MAF documented for man-hours against the control and look phase of a phase inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the data to identify the engine (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. (Appendix E)  
 A36 - MAL description code; must be 000. (Appendix I)  
 A39 - Control MAF, must be 1; look phase must be 0.  
 A41 - Enter the total number of man-hours required by that work center to perform the look phase of the inspection.  
 A45 - Enter the EMT, as applicable.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. (Appendix R)  
 A59 - TM code; must be G. (Appendix H).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy. Enter the assigned numbers on the MRCs to be covered (inspected) by the individual or work center assigned.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. The card and item numbers of any discrepancy discovered may be entered in this block. The check crew supervisor assigns a fix phase JCN to each discrepancy discovered.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.35 Aircraft Fix Phase

Figure 6-48 is an example of a MAF documented for a fix phase discrepancy. Fix phase MAFs are completed per paragraph 6.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
 A22 - Enter the specific WUC of the item being repaired/replaced.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. (Appendix E)  
 A36 - Enter the appropriate MAL description code. (Appendix I)  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. (Appendix R)  
A59 - Enter the appropriate TM code. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
Enter EOC codes (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.36 Aircraft Special Inspection Control Document

Figure 6-49 is an example of a MAF documented for a special inspection control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine(s).  
A22 - Enter the appropriate WUC for the engine.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11. (Appendix P)  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be 0. (Appendix E).  
A36 - MAL description code; must be 000. (Appendix I)  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended (if applicable).  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. (Appendix R)  
A59 - TM code; must be D, M, or N. (Appendix H)  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
Enter EOC code (if applicable).  
B38 through B49 - Enter the appropriate data. Document SCIR (if applicable).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

#### 6.11.37 Aircraft Special Inspection (Fix Phase)

Figure 6-50 is an example of a MAF documented for a special inspection fix phase. Fix phase actions on special inspections are documented using fix phase MAFs per procedures in paragraph 6.4.2 c (4), except that the JCN serial number will be a 3-position numeric number with no regard to the Julian date or serial number

contained in the control document. These JCNs are assigned by [Maintenance Control](#) as each event occurs. Fix phase discrepancies affecting aircraft mission capability would require [SCIR](#) documentation. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
 A22 - Enter the specific WUC of the item being repaired/replaced.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - Enter the appropriate TM code. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
 Enter EOC codes (if applicable).  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.38 Aircraft Conditional Inspection Control Document

[Figure 6-51](#) is an example of a [MAF](#) documented for a conditional inspection control document. The conditional inspection control document will be identical to a special inspection control document except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the data to identify the engine (if applicable).  
 A22 - WUC must be 030. For aircraft undergoing an ASPA inspection enter 030ASP0; for aircraft undergoing a PACE inspection enter 030PAC0.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. ([Appendix E](#))  
 A36 - MAL description code; must be 000. ([Appendix I](#))  
 A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be S. ([Appendix H](#))

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
Enter SCIR, as applicable.

B38 through B49 - Enter the appropriate data.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.39 Aircraft Conditional Inspection (Fix Phase)

[Figure 6-52](#) is an example of a [MAF](#) documented for an aircraft conditional inspection fix phase action. Discrepancies are reported to [Maintenance Control](#) and assigned a numeric [JCN](#). Fix phase documentation will be the same as for special inspections except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).

A22 - Enter the specific WUC of the item being repaired/replaced.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate AT code. ([Appendix E](#))

A36 - Enter the appropriate MAL description code. ([Appendix I](#))

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. ([Appendix R](#)) For fix phase discrepancies on aircraft as a result of an ASPA or PACE inspection enter U.

A59 - TM code; must be S. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
Enter EOC codes (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).

G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.40 Aircraft Preservation Control Document

[Figure 6-53](#) is an example of a [MAF](#) documented for a preservation control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A22 - WUC must be 049.

A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. ([Appendix E](#))  
 A36 - MAL description code; must be 000. ([Appendix I](#))  
 A39 - Items processed; must be 1.  
 A41 - Man-hours; 0.0.  
 A45 - EMT; 0.0.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))  
 A59 - TM code; must be D. ([Appendix H](#))  
 B08 through B34 - Enter the appropriate Julian dates and times.  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.41 Aircraft Depreservation (Work Center Action)

Figure 6-54 is an example of a [MAF](#) documented for a depreservation [work center](#) action. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 A22 - WUC must be 049.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. ([Appendix E](#))  
 A36 - MAL description code; must be 000. ([Appendix I](#))  
 A39 - Enter the total number of items processed; must be 0 on look phase documentation.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))  
 A59 - TM code; must be D. ([Appendix H](#))  
 B08 through B34 - Enter the appropriate Julian dates and times.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.42 Inspection AWM (Close Out)

Figure 6-55 is an example of a [MAF](#) documented for a close out of an inspection [AWM](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).



A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be 0. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Items processed; must be 0.  
A41 - Man-hours; must be 0.0.  
A45 - EMT; must be 0.0.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - Enter the appropriate TM code. ([Appendix H](#))  
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed (2400 the last day of the reporting period unless transfer, then enter the time of transfer). Document SCIR (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter "Close Out, End of Reporting Period" or "Transfer".  
SUPERVISOR - Enter the appropriate signatures and rates/ranks.

#### 6.11.43 Combined Airframe and Engine Special Inspection Control Document

Figure 6-56 is an example of a [MAF](#) documented for a combined airframe and engine hourly special inspection control document. For combined airframe and engine special inspections based on calendar days, use [TM](#) code D; for combined airframe and engine special inspections based on hours, use [TM](#) code M; for combined airframe and engine special inspections based on cycles or events, use [TM](#) code N. When reporting a combined airframe and engine special inspection, document the engine(s) on the control MAF and appropriate [work center](#) look phase MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine(s).  
A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 12. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be 0. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Enter the number of items processed.  
A41 - Enter the total number of man-hours expended (if applicable).  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be D. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
Enter EOC codes (if applicable).  
B38 through B49 - Enter the appropriate data (document SCIR (if applicable)).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.44 Combined Airframe and Engine Special Inspection Look Phase Document

Figure 6-57 is an example of a MAF documented for a combined airframe and engine hourly special look phase inspection. For combined airframe and engine special inspections based on calendar days, use TM code D; for combined airframe and engine special inspections based on hours, use TM code M; for combined airframe and engine special inspections based on cycles or events, use TM code N. Look phase documents are issued to each work center participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; enter 11. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. (Appendix E)  
 A36 - MAL description code; must be 000. (Appendix I)  
 A39 - Items processed; must be 0.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. (Appendix R)  
 A59 - TM code; must be D, M, or N. (Appendix H)  
 B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

#### 6.11.45 Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine

Figure 6-58 is an example of a MAF illustrating a combined airframe and engine hourly special inspection look phase document for an installed engine. For combined airframe and engine special inspections based on calendar days, use TM code D; for combined airframe and engine special inspections based on hours, use TM code M; for combined airframe and engine special inspections based on cycles or events, use TM code N. Look phase documents are issued to each work center participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine(s).  
 A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; enter 12. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. (Appendix E)  
 A36 - MAL description code; must be 000. (Appendix I)  
 A39 - Items processed; must be 0.  
 A41 - Enter the total number of man-hours expended.



A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. (Appendix R)  
A59 - TM code; must be D, M, or N. (Appendix H)  
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed.  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.46 Removal for Check, Test, and Service

Figure 6-59 is an example of a MAF documented for the request to check, test, and service items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity. This paragraph outlines the procedures for documenting maintenance actions occurring when items are removed for check, test, and service, and when they are reinstalled or replaced after the action is completed. Induction of check, test, and service items and those items requiring test by local MRCs, will be subject to the approval of the supporting IMA. Check, test, and service of removed items, for example, components, parachutes, and seat belts are documented on a MAF in the following manner:

**NOTE:** The MAF will be distributed and posted on appropriate VIDS boards per paragraph 6.1.3.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from Appendix O.  
A29 - Enter the appropriate O-level organization code.  
A48 - Enter the TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix K.  
A52 - Enter the appropriate BU/SERNO of the equipment. If there is no serial number, enter 0.  
A58 - WD code; must be O. (Appendix R)  
A59 - Enter the appropriate TM code. (Appendix H) In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.  
B08 through B27 - Enter the appropriate Julian dates and times the maintenance action was received and work was started. Enter EOC codes (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the JCN assigned by Maintenance Control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.  
A19 - Enter the appropriate work center code. (Appendix S)  
DISCREPANCY - Enter the reason for removal, for example, two hydraulic filters removed for check/test and service. List item serial numbers, if appropriate.

#### 6.11.47 MAF Work Request Turn-In Document

Figure 6-60 is an example of a MAF documented for a MAF work request turn-in. The work center originating the maintenance action must initiate a MAF work request turn-in document and route it to Maintenance Control for signature prior to delivering the component(s) to the supporting IMA. The MAF work request is delivered, with the component(s), to Production Control. The Production Control Supervisor will sign the MAF work request in the corrective action block and return a signed MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the Maintenance Control/phase VIDS board until IMA has completed the check, test, or service. The following blocks will be completed:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from [Appendix O](#).

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from [Appendix K](#).

A52 - Enter the BU/SERNO of the equipment. If there is no serial number, enter 0.

A58 - WD code; must be O. ([Appendix R](#))

A59 - Enter the appropriate TM code. ([Appendix H](#)) In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.

E08 through E52 - Enter the CAGE code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers. In the case of egress and survival equipment with like part numbers but different manufacturer's code, enter five zeroes in the manufacturer's code block and the time/cycle block using the appropriate prefix.

A08 through A14 - Enter the JCN assigned by Maintenance Control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.

DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the Maintenance Control Supervisor.

#### 6.11.48 Reinstallation After Check, Test, and Service

[Figure 6-61](#) is an example of a [MAF](#) documented for reinstallation of the items that were tested, inspected, or serviced. The requesting activity will complete the MAF that has been held in suspense as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A32 - TRCODE; must be 11. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be S. ([Appendix E](#))

A36 - Enter the appropriate MAL description code. ([Appendix I](#))

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

CORRECTIVE ACTION - Enter the narrative description of the corrective action, for example, reinstalled after check, test, or service.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.49 Conditional Inspection MAF Work Request (NDI On-Site)

[Figure 6-62](#) is an example of a [MAF](#) documented for an [NDI](#) performed at the supported activity (on-site). The requesting organization initiates a MAF work request and delivers it to [IMA](#) for scheduling. Production Control signs and returns MAF Copy 2 to the requesting activity as proof of receipt. When the IMA inspector completes the inspection he/she signs off Copies 1 and 4 of the MAF, at the requesting activity. Copy 4 is given to the requesting activity for completion of the controlling MAF. The following data elements on the MAF work request will be completed by the requesting activity:

A22 - Enter the WUC of the item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from [Appendix K](#).

A52 - Enter the BU/SERNO of the equipment.

A58 - WD code; must be O. ([Appendix R](#))

A59 - Enter the appropriate TM code. ([Appendix H](#))

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter narrative citing the NDI required and signature of the Maintenance Control Supervisor.

#### 6.11.50 MAF Work Request for ALSS and Other End Items

[Figure 6-63](#) is an example of a MAF work request documented for items inducted into IMA for check, test, or service that are not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, and life preservers. The MAF work request is delivered, with the component(s), to Production Control. The Production Control Supervisor will sign the MAF work request in the corrective action block and return a signed MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the [Maintenance Control](#)/phase [VIDS](#) board until IMA has completed the check, test, or service. The following blocks will be completed:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from [Appendix O](#).

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from [Appendix K](#).

A52 - Enter the BU/SERNO. If there is no BU/SERNO, or in the event of multiple items, enter 0. In cases of on-equipment work at the O-level for personal survival equipment enter the first letter of the crew member's first and last name and last four digits of the social security number.

A58 - WD code; must be O. ([Appendix R](#))

A59 - Enter the appropriate TM code. ([Appendix H](#))

E08 through E52 - Enter the MFGR code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the Maintenance Control Supervisor.

#### 6.11.51 MAF Work Request Turn-In Document (Local Manufacture/Fabrication)

[Figure 6-64](#) is an example of a MAF work request for the manufacture/fabrication of an item. The following explains documentation:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from [Appendix K](#).

A52 - Enter the BU/SERNO.

A58 - Enter the appropriate WD code. ([Appendix R](#))

A59 - Enter the appropriate TM code. ([Appendix H](#))

E08 through E52 - Enter the MFGR code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the Maintenance Control Supervisor.

### 6.11.52 MAF Work Request Turn-In Document (No WUC/TEC)

Figure 6-65 is an example of a **MAF** work request for the manufacture/fabrication of nonaeronautical items. The following explains documentation:

- A22 - WUC enter applicable 090 series.
- A48 - Type equipment code; must be ZA series. (Appendix K)
- A52 - BU/SERNO; must be 0.
- A58 - WD code; must be O. (Appendix R)
- A59 - Enter the appropriate TM code. (Appendix H)
- A08 through A14 - Enter the assigned JCN.
- DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the Maintenance Control Supervisor.

### 6.11.53 TD Compliance (Maintenance Control Entries)

Figure 6-66 is an example of a **MAF** documented for **TD** compliance illustrating **Maintenance Control** entries prior to issuing to the **work center**. The following explains documentation:

- ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).
- ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
- (H-Z) - Record any applicable supply requisition(s). This section provides for a complete record of ordering, follow-up action, and delivery status of material/kit(s) required to incorporate each TD. Enter the material or kit stock number of the items required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered (block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).
- A22 - Enter the complete five or seven character WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. In cases where removed repairable parts do not have a WUC assigned, use the five-character NOC code provided by the system, subsystem, sub-subsystem, or component.
- A29 - Enter the appropriate O-level organization code.
- A32 - TRCODE; must be 41 or 47. (Appendix P)
- A34 - Maintenance level; must be 1.
- F09 through F19 - Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by zero as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank if not applicable), the one-character numeric amendment number of the basic TD (F16) (leave blank if not applicable), the two-character numeric part number of the basic TD (F17) (leave blank if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).
- A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies. If the TD is applicable to a component installed in the aircraft, use the aircraft TEC. For aviators personal equipment or off-equipment components with no specific TEC, use the appropriate Y series TEC. If the TD involves PME, use the appropriate D series TEC. For peculiar SE (PSE) TDs use the appropriate S series TEC. For TDs pertaining to common support equipment use the appropriate G series TEC. For auxiliary power unit/SE gas turbine engine TDs, use P series TEC. For TDs pertaining to aircraft engines or propulsion systems, use the appropriate J, R, or T series TEC.
- A52 - Enter the BU/SERNO of the type equipment entered in block A48. When using Y, D, S, H or G series TECs enter the six position serial number or 0 in this block. Use only TRCODE 47 when documenting Y, G, D, H or S series TECs to collect incorporation data on specific serial number and part number subassemblies or when using aircraft or engine TECs to document a component TD. This requires usage of the E and G record, which will require insertion of serial number and part number information.

**NOTE:** Compatibility between the TD code in block F09, the TEC in block A48, and the bureau or serial number in block A52 must be maintained.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD such as assist work centers, completion due date, estimated man-hours, crew size, or SE required.

#### 6.11.54 TD Compliance (Work Center Entries)

[Figure 6-67](#) is an example of a [MAF](#) documented for TD compliance with the [work center](#) entries. The following data elements will be filled out by the work center upon completion:

A35 - Enter the TD status code ([Appendix J](#)) that describes the action taken by the primary work center. Upon completion of its portion of the TD, only the primary work center will enter TD status code C or Q on the TD compliance MAF. All assisting work centers will enter TD status code A on their TD compliance MAF.

A39 - Enter the total number of items processed, not to exceed 99, in this block. TD status codes A or W in block A35 will require 0 items processed. TD status codes C, D, P or Q in block A35 will require a minimum of 1 in this block. Items processed in excess of 1 may be entered only when block A48 contains a code beginning with Y, G, D, H or S, and is a nonserialized item. Serialized items reflected in blocks E or G must be accomplished on an individual TD compliance MAF.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).

E08 through E52 - Enter MFGR code, component serial number (if more than 10 characters, enter the last 10), part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. Entries are required in these blocks when a Y, G, D, H or S series TEC is entered in block A48. Additionally, these blocks must be completed when an installed serialized component is involved in a modification or inspection and the end item TEC is being reported in block A48.

G08 through G48 - Enter MFGR code, component serial number (if more than 10 characters, enter the last 10), new part number of the modified component (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. If compliance with the TD does not result in a part number change, enter the same information as shown in blocks E08 through E52.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

#### 6.11.55 TD Compliance Turn-In Document (IMA Assist)

[Figure 6-68](#) is an example of a [MAF](#) documented for a turn-in for a TD compliance requiring [I-level](#) assistance. If a TD is complied with at the [O-level](#) (on-equipment work), all [maintenance actions](#) will be documented using the MAF. If during compliance with a TD it becomes necessary to forward a component to the [IMA](#) for modification or inspection and return, the following procedures will be followed. If the TD is applicable to an end item (aircraft) and a component is to be removed and sent to the IMA for modification or inspection as a portion of the TD compliance, the [man-hours](#) required to remove and reinstall the component will be documented on a TD compliance MAF. The O-level activity will then originate a TD compliance MAF for each component forwarded to the IMA. This TD compliance MAF will accompany the component to the IMA for documentation of the assisting TD compliance action and processing. The IMA will sign MAF Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an [IOU](#) receipt. Below are the data groups to be completed by the O-level activity on the TD compliance MAF:

**NOTE:** The IMA will complete the remainder of the TD compliance MAF as an "assist" [work center](#).



A22 - WUC from the primary MAF.  
 F08 through F19 - TD identification from the primary MAF.  
 A48 - Type equipment code from the primary MAF.  
 A52 - BU/SERNO from the primary MAF.  
 E08 through E52 - Removed/old item from the primary MAF.  
 A08 through A14 - JCN from the primary MAF.  
 DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD at the IMA descriptive and signature of the Maintenance Control Supervisor.

#### 6.11.56 Transient Aircraft TD Compliance

Figure 6-69 is an example of a MAF documented for a TD compliance for a transient aircraft. Only immediate action type TDs are complied with for transient aircraft. When such TDs are complied with, a MAF will be used. Copy 1 is submitted to the NDCSC through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, including signature, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE-An appropriate note is entered in the entries Required section of Copy 1 of the TD compliance MAF, for example, "Transient Aircraft-Logs Not Available".  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate technical directive code. (Appendix J)  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 F08 through F19 - Technical directive identification.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and the TD compliance was completed.  
 E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
 G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.57 Engine TD Compliance (Maintenance Control Entries)

Figure 6-70 is an example of a MAF documented for TD compliance illustrating Maintenance Control entries prior to issuing to the work center. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).  
 (H-Z) - Record supply requisition(s) (if applicable). This section provides for a complete record of ordering and delivery status of material/kit(s) required to incorporate each TD. Enter the material or kit stock number of the item(s) required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered

(block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).

A22 - Enter the complete five- or seven-character WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. In cases where removed repairable parts do not have a WUC assigned, use the five- or seven-character NOC code provided by the system, subsystem, sub-subsystem, or component.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 41 or 47. ([Appendix P](#))

A34 - Maintenance level; must be 1.

F09 through F19-Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by zero as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank, if not applicable), the one character numeric amendment number of the basic TD (F16) (leave blank, if not applicable), the two-character numeric part number of the basic TD (F17) (leave blank, if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).

A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies.

A52 - Enter the serial number of the type equipment entered in block A48. When using TECs with an X in the last position, enter the modular serial number in this block.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the work center code of the work center incorporating the TD. ([Appendix S](#))

DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD such as assist work centers, completion due date, estimated man-hours, crew size, SE required, etc.

#### 6.11.58 Engine TD Compliance (Work Center Entries)

[Figure 6-71](#) is an example of a [MAF](#) documented for [TD](#) compliance illustrating the [work center](#) entries. The following data elements will be filled out by the work center upon completion of the TD:

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A35 - Enter the status code ([Appendix J](#)) that describes the action taken by the primary work center. Upon completion of its portion of the TD, only the primary work center will enter TD status code C or Q on the TD compliance MAF. All assisting work centers will enter TD status code A on their TD compliance MAF.

A39 - Enter the total number of items processed in this block. TD status codes A or W in block A35 will require 0 items processed. TD status codes C, D, P or Q in block A35 will require a minimum of 1 in this block.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).

E08 through E52 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available; otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from [Appendix G](#).

G08 through G48 - If compliance with the TD results in a part number change, enter MFGR code, component serial number, new part number of the modified component (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available; otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from [Appendix G](#). If compliance with the TD does not result in a part number change, enter the same inform as shown in blocks E08 through E42.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

**6.11.59 Engine Component TD Compliance (Installed)**

Figure 6-72 is an example of a MAF documented for a completed TD compliance on a component of an installed engine. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the kit required.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 47. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate technical directive status code. (Appendix J)  
 A39 - Enter the number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 F08 through F19 - Enter the appropriate data for technical directive identification.  
 A48 - Enter the TEC for the engine or module.  
 A52 - Enter the appropriate engine serial number or module serial number.  
 B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed.  
 E08 through E52 - Enter the appropriate data for the removed/old item.  
 G08 through G48 - Enter the appropriate data for the installed/new item.  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the TD compliance.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

**6.11.60 Engine Component TD Compliance (Removal and Reinstallation Required)**

Figure 6-73 is an example of a MAF documented for the removal and reinstallation of the engine for accessibility to complete a TD compliance on an engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 12. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be S. (Appendix E)  
 A36 - MAL description code; must be 800. (Appendix I)  
 A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. (Appendix R)  
 A59 - TM code; must be B. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).



A08 through A14 - Use the assigned JCN.

A19 - Enter the appropriate work center code. (Appendix S)

DISCREPANCY - Enter the narrative description of the engine removal.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.61 SCIR Impacted TD Compliance (Installed Engine)

Figure 6-74 is an example of a MAF documented for a SCIR impacted TD compliance on an installed engine. If an installed engine TD compliance impacts mission capability, Maintenance Control will document a MAF as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A22 - Enter the appropriate WUC; must be the same as the TD MAF.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 11. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - AT code; must be A. (Appendix E)

A36 - MAL description code; must be 804. (Appendix I)

A39 - Items processed; must be 0.

A41 - Man-hours; must be 0.0.

A45 - EMT; must be 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. (Appendix R)

A59 - TM code; must be B. (Appendix H)

B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed. Document SCIR.

B38 through B49 - Enter the appropriate data (if applicable).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN; must be the same as the TD MAF.

A19 - Work center code; must be 020. (Appendix S)

DISCREPANCY - Enter the narrative description of the discrepancy. Include the engine position number and PSSN.

MAINT CONTROL - Enter the appropriate signature and rate/rank.

#### 6.11.62 TD Compliance (Transient Aircraft Engine)

Figure 6-75 is an example of a MAF documented for a TD compliance on a transient aircraft's engine. Only immediate action TDs are complied with on transient aircraft and MAFs will be used. Copy 1 is submitted to NDCSC through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, with signatures, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Enter "Transient Aircraft, Logs Not Available".

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code of the activity doing the TD compliance.

A32 - TRCODE; must be 41 or 47. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate TD status code. (Appendix J)

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

F08 through F19 - Enter the appropriate data for TD identification.

A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies. If the TD is applicable to a component installed in the aircraft, use the aircraft TEC. For aviators personal equipment or off-equipment components with no specific TEC, use the appropriate Y series TEC. If the TD involves PME, use the appropriate D series TEC. For PSE TDs use the appropriate S series TEC. For TDs pertaining to common support equipment use the appropriate G series TEC. For auxiliary power unit/SE gas turbine engine TDs, use P series TEC. For TDs pertaining to aircraft engines or propulsion systems use the appropriate J, R or T series TEC.

A52 - Enter the appropriate BU/SERNO of the type equipment entered in block A48. When using Y, D, S, H or G series TECs enter the six position serial number or 0 in this block. Use only TRCODE 47 when documenting Y, G, D, H or S series TECs to collect incorporation data on specific serial number and part number, subassemblies or when using aircraft or engine TECs to document a component TD. This requires usage of the E and G record, which will require insertion of serial number and part number information.

**NOTE: Compatibility between the TD code in block F09, the TEC in block A48, and the bureau or serial number in block A52 must be maintained.**

B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).

G08 through E52 - Enter the appropriate data for the installed/new item (if applicable).

A08 through A14 - Use the assigned JCN; ORG code must be from the transient aircraft's activity.

A19 - Enter the appropriate work center code. (Appendix S)

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.63 Engine FOM for Removal and Reinstallation of Components for IMA TD Compliance

Figure 6-76 is an example of a MAF document indicating the engine was removed and reinstalled to facilitate the removal of a component for IMA modification or inspection. If the TD is applicable to an engine and a component is to be removed and sent to the IMA for modification or inspection, the man-hours required to remove and reinstall the component will be documented on a remove and replace MAF. Once the removal is completed, the remove and replace action remains outstanding until the reinstallation has been accomplished. Those man-hours and EMT expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45. When the same or like component is returned from IMA the remove and replace MAF will be completed. The O-level activity must originate a TD compliance MAF for each component forwarded to the IMA for documentation and processing of the TD action. If the component is not ordered, IMA will sign MAF Copy 2, indicating receipt of the component and return to the O-level activity as an IOU receipt. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine.

A22 - Enter the appropriate WUC to identify the engine.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate AT code. (Appendix E)

A36 - MAL description code; must be 804. (Appendix I)

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. (Appendix R)

A59 - TM code; must be B. ([Appendix H](#))

B08 through B34 - Enter the appropriate Julian dates and times action was initiated, reported in work, and completed. Enter EOC codes (if applicable).

E08 through E52 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date component was removed and time/cycles. Enter the time since overhaul, if available; otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from [Appendix G](#).

G08 through G48 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available; otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from [Appendix G](#).

B38 through B49 - Enter the appropriate data (if applicable).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

#### 6.11.64 TD Compliance (Engine Removal and Reinstallation)

[Figure 6-77](#) is an example of a [MAF](#) documented for the removal and reinstallation of an engine that requires a [TD](#) compliance action by the [IMA](#). If the TD compliance is directly applicable to an engine, the removal and replacement of the engine and the associated [man-hours](#) will be documented on a remove and replace MAF. Once the removal is completed, the [maintenance action](#) remains outstanding until the reinstallation has been accomplished. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine.

A22 - Enter the appropriate WUC to identify the engine requisitioning.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 23. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be R. ([Appendix E](#))

A36 - MAL description code; must be 804. ([Appendix I](#))

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be B. ([Appendix H](#))

B08 through B34 - Enter the appropriate Julian dates and times action was initiated, reported in work, and completed. Enter SCIR (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old engine. Leave E23 blank.

G08 through G48 - Enter the appropriate data for the installed/new engine. Leave G23 blank.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

### 6.11.65 TD Compliance Engine Turn-In Document

Figure 6-78 is an example of a MAF documented for an engine TD compliance turn-in. The O-level activity will originate a TD compliance MAF for the engine being forwarded to the IMA. This TD compliance MAF will accompany the engine to the IMA for documenting the accomplishment of the TD compliance action and processing. The IMA will complete the remainder of the TD compliance MAF accounting for the item(s) processed in block A39. If the IMA informs the O-level activity that the engine requires repair, the O-level activity must initiate another MAF for turn-in and requisitioning purposes using the original JCN. Documentation of the turn-in MAF will be per standard maintenance documentation procedures. The following explains documentation:

A22 - Enter the appropriate WUC.  
 F08 through F19 - Enter the TD identification.  
 A48 - Enter the J, R or T series TEC of the engine.  
 A52 - Enter the 6-position serial number of the engine.  
 A58 - Leave blank.  
 A59 - Leave blank.  
 A08 through A14 - Enter the same JCN as on the removal MAF.  
 DISCREPANCY - Enter a brief narrative identifying the directive, for example, Incorporate Power Plant Bulletin 154.  
 TURN-IN DOCUMENT - Enter the requisition document number from H-Z blocks 45 and 49 of the removal document.

### 6.11.66 TD Removals

Figure 6-79 is an example of a MAF documented for a TD removal. TD removals will be documented in the same manner as TD compliances (Figures 6-69 and 6-70) except as noted below:

A35 - Enter TD status code Q.  
 (H-Z) - Leave blank.

### 6.11.67 Engine Component Cannibalization

Figure 6-80 is an example of a MAF documented for the cannibalization of an engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine and the requisition information for the part that is being cannibalized.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 19. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be T. (Appendix E)  
 A36 - MAL description code; must be 812, 813 or 814. (Appendix I)  
 A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. (Appendix R)  
 A59 - TM code; must be B. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian date and time removal action was initiated, reported in work, and replacement was completed. Enter EOC code (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item.  
G08 through G48 - Enter the appropriate data for the installed/new item.  
B38 through B49 - Enter the appropriate data. Document SCIR (if applicable).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

#### 6.11.68 Engine Cannibalization

[Figure 6-81](#) is an example of a [MAF](#) documented for a complete engine [cannibalization](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine and the requisition information for the engine that is being cannibalized.  
A22 - Enter the appropriate WUC for the engine that is being cannibalized.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 18. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - AT code; must be T. ([Appendix E](#))  
A36 - MAL description code; must be 812, 813 or 814. ([Appendix I](#))  
A39 - Items processed; must be 1.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be B. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the appropriate Julian date and time removal action was initiated, reported in work, and replacement was completed. Enter EOC code (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item engine. Leave E23 blank.  
G08 through G48 - Enter the appropriate data for the installed/new item engine. Leave G23 blank.  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Use the assigned JCN. Only one JCN is required for cannibalization.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.69 Removal Action (Nondefective Repairable Engine Component)

[Figure 6-82](#) is an example of the [MAF](#) documented for the removal of a nondefective repairable engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine. Enter AT Code O if the component is removed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 14. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be P. ([Appendix E](#))

A36 - MAL description code; must be 800. ([Appendix I](#))

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be B. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document EOC code (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item engine.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

A08 through A14 - Use the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.70 Installation Action (Nondefective Repairable Engine Component)

[Figure 6-83](#) is an example of a [MAF](#) documented for the installation of a nondefective repairable engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine. Enter AT code O if the component is installed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 15. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be Q. ([Appendix E](#))

A36 - MAL description code; must be 800. ([Appendix I](#))

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be B. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the same Julian date and time in these blocks as those entered in blocks B30/B34 of the removal action. Additionally, this maintenance action becomes AWM concurrently with the date and time entered in blocks B08 and B12. This AWM condition will exist until placed in work, completed, or terminated by a cannibalization action. Document EOC code (if applicable).

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Enter the appropriate data.



A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.71 Removal and Replacement (Solely for IMA Inspection)

[Figure 6-84](#) is an example of a [MAF](#) documented for the removal and replacement of an engine solely for [IMA](#) inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data for the engine requisition.

A22 - Enter the appropriate WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 23. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be R. ([Appendix E](#))

A36 - MAL description code; must be 804. ([Appendix I](#))

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be B. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document SCIR (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old engine. E23 must be blank.

G08 through G48 - Enter the appropriate data for the installed/new engine. G23 must be blank.

B38 through B49 - Enter the appropriate data.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.72 Turn-In Document (Engine Inspection)

[Figure 6-85](#) is an example of a [MAF](#) documented for an engine turn-in for [IMA](#) inspection. The [O-level](#) will initiate a new MAF to serve as the turn-in document that accompanies the engine to IMA. The following explains documentation:

A22 - Enter the appropriate WUC for the inspection.

A48 - Enter the TEC for the equipment.

A52 - Enter the PSSN.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be J. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

E08 through E52 - Enter the data from the removal/installation document.

A08 through A14 - Enter the assigned inspection JCN.

DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator.

TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the engine was ordered.

### 6.11.73 Special Inspection Control Document

Figure 6-86 is an example of a [MAF](#) documented for a special inspection control document. The following data fields require entries:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 12. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be 0. ([Appendix E](#))

A36 - MAL description code; must be 000. ([Appendix I](#))

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))

A59 - TM code; must be K or M. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

Enter EOC codes (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries (if applicable).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.74 Special Inspection (Installed Engine) Look Phase Document

Figure 6-87 is an example of a [MAF](#) documented for a special inspection look phase inspection. Look phase documents are issued to each [work center](#) participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data.

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate inspection WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 12. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - AT code; must be 0. ([Appendix E](#))

A36 - MAL description code; must be 000. ([Appendix I](#))

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.



A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be K or M. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

#### 6.11.75 Special Inspection (Installed Engine) Fix Phase Document

[Figure 6-88](#) is an example of a [MAF](#) documented for a special inspection fix phase inspection. Fix phase documents on special inspections are documented using fix phase MAFs per procedures in major inspections of aircraft and engines, [paragraph 6.4.2c\(3\)](#), except that the [JCN](#) will be a three position numeric number with no regard to the [Julian date](#) or [serial number](#) contained on the control document. These JCNs are assigned by [Maintenance Control](#) as each event occurs, as would an unscheduled [maintenance action](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine, enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. ([Appendix R](#))  
A59 - Enter the appropriate TM code. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed. Enter SCIR (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

**6.11.76 Conditional Inspection (Installed Engine) Control Document**

Figure 6-89 is an example of a MAF documented for a conditional inspection control document on an installed engine. Maintenance Control will issue a numeric serial numbered JCN using a MAF as a control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine.  
 A22 - WUC must be 030.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 12. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. (Appendix E)  
 A36 - MAL description code; must be 000. (Appendix I)  
 A39 - Enter the number of items processed.  
 A41 - Enter the total number of man-hours expended (if applicable).  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. (Appendix R)  
 A59 - TM code; must be E or S. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

**6.11.77 Conditional Inspection (Installed Engine) Look Phase Document**

Figure 6-90 is an example of a MAF documented for a conditional inspection look phase on an installed engine. Look phase documents are issued to each work center participating in the inspection, and will be completed per major inspections of aircraft and engines, paragraph 6.4.2c. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine.  
 A22 - WUC must be 030.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 12. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be 0. (Appendix E)  
 A36 - MAL description code; must be 000. (Appendix I)  
 A39 - Items processed; must be 0.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be E or S. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.78 Conditional Inspection (Installed Engine) Fix Phase Document

[Figure 6-91](#) is an example of a [MAF](#) documented for a conditional inspection fix phase on an installed engine. Any discrepancies discovered are reported to [Maintenance Control](#) and assigned a numeric [serial number JCN](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the appropriate data to identify the engine, enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the appropriate WUC.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - Enter the appropriate WD code. ([Appendix R](#))  
A59 - TM code; S for conditional and E for acceptance/transfer. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed. Enter SCIR (if applicable).  
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
B53 through D17 - Enter the appropriate data (if applicable).  
A08 through A14 - Enter the assigned JCN.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.79 Unscheduled Maintenance (Installed Engine) Repair Document

[Figure 6-92](#) is an example of a [MAF](#) documented for the repair of unscheduled on-equipment maintenance of installed engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) (if applicable).  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - Enter the appropriate AT code. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - TM code; must be B. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter SCIR (if applicable).  
 E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
 G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.80 Unscheduled Maintenance (Installed Engine) Repairable Replacement

[Figure 6-93](#) is an example of a MAF documented for a repairable replacement during unscheduled on-equipment maintenance on an installed engine. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisitions.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - TRCODE; must be 25. ([Appendix P](#))  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be R. ([Appendix E](#))  
 A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. ([Appendix R](#))  
 A59 - TM code; must be B. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).

E08 through E52-Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading (as appropriate) in block E42. E47 denotes removal of a warranted item. E52 indicates the contract number.

G08 through G48-Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading (as appropriate) in block G38. G43 denotes installation of a warranted item. G48 indicates the contract number.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Use the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.81 Installed APU Repair Document

[Figure 6-94](#) is an example of a [MAF](#) documented for the repair of unscheduled on-equipment maintenance of an installed [APU](#). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. ([Appendix P](#))

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate AT code. ([Appendix E](#))

A36 - Enter the appropriate MAL description code. ([Appendix I](#))

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. ([Appendix R](#))

A59 - Enter the appropriate TM code. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter SCIR (if applicable).

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.82 Removal and Replacement of a Defective APU

[Figure 6-95](#) is an example of a [MAF](#) documented for the removal and reinstallation of an [APU](#) on an aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisitions.  
 A22 - Enter the appropriate WUC.  
 A29 - Enter the appropriate O-level organization code.  
 A32 - Enter the appropriate TRCODE. (Appendix P)  
 A34 - Maintenance level; must be 1.  
 A35 - AT code; must be R. (Appendix E)  
 A36 - Enter the appropriate MAL description code. (Appendix I)  
 A39 - Enter the total number of items processed.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - Enter the appropriate WD code. (Appendix R)  
 A59 - Enter the appropriate TM code. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).  
 E08 through E52 - Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading (as appropriate) in block E42.  
 G08 through G48 - Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading (as appropriate) in block G38.  
 B38 through B49 - Enter the appropriate data (only if SCIR impacted).  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Use the assigned JCN.  
 A19 - Enter the appropriate work center code. (Appendix S)  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.83 Engine Component Turn-In Document

Figure 6-96 is an example of a MAF documented for the turn-in of a repairable engine component. The work center performing the maintenance action must initiate a new MAF for turn in and subsequent RFI/BCM, at the IMA, for the defective repairable component. The following explains documentation:

A22 - Enter the appropriate WUC from the removal document.  
 A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. (Appendix I)  
 A48 - Enter the TEC for the engine.  
 A52 - Enter the PSSN.  
 A58 - Enter the appropriate WD code from the removal document. (Appendix R)  
 A59 - Enter the appropriate TM code from the removal document. (Appendix H)  
 A60 - Enter the POSIT (if applicable).  
 A65 - Enter the Safety/EI serial number (if applicable).  
 E08 through E52 - Enter the data from the removal document.  
 A08 through A14 - Enter the assigned JCN from the removal document.  
 DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator.



TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.

**NOTE:** If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.

#### 6.11.84 Engine Turn-In Document (Unscheduled)

Figure 6-97 is an example of a MAF documented for an engine turn-in. The O-level activity will initiate a new MAF to serve as the turn-in document that will accompany the engine to IMA. The following information will be copied from the removal document:

A22 - Enter the appropriate WUC from the removal document.  
A36 - Enter the appropriate "conditional" MAL description code (if applicable); otherwise leave blank. (Appendix I)  
A48 - Enter the TEC for the engine.  
A52 - Enter the PSSN.  
A58 - Enter the appropriate WD code from the removal document. (Appendix R)  
A59 - Enter the appropriate TM code from the removal document. (Appendix H)  
A60 - Enter the POSIT (if applicable).  
A65 - Enter the Safety/EI serial number (if applicable).  
E08 through E52 - Enter the data from the removal document.  
A08 through A14 - Enter the assigned JCN from the removal document.  
DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator. The O-level activity will provide an inspection control JCN, for example, AC3-104-A00, to be used by the IMA for the post repair inspection (if applicable).  
TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.

#### 6.11.85 SE Technical Directive Compliance Turn-In Document

Figure 6-98 is an example of a SE TD compliance turn-in MAF and will be completed as follows:

A22 - Enter the WUC of the end item.  
F08 through F19 - Enter the TD coded information.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.  
A69 - Enter the appropriate meter time.  
A08 through A14 - Enter the assigned JCN.  
DISCREPANCY - Enter the narrative description identifying the TD and initiator.

#### 6.11.86 SE Inspection/Periodic Maintenance Turn-In Document

Figure 6-99 is an example of a SE inspection/periodic maintenance turn-in MAF and will be completed as follows:

A22 - General WUC 030 will be used for conditional inspections. General WUC 049 applies to preservation/depreservation. All other inspections with an established frequency/interval will be documented using WUC 030000 and a seventh position assigned per Appendix M.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with

zeros. If there is no serial number (due to missing nameplate, etc.), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.

A58 - WD code; must be O.

A59 - Enter the TM code for the inspection being performed. (Appendix H)

A69 - Enter the appropriate meter time.

A08 through A14 - JCN is constructed per paragraph 6.1.3.

DISCREPANCY - Enter the narrative description identifying the inspection to be performed, initiator and next PM due.

### 6.11.87 SE End Item Repair Turn-In Document

Figure 6-100 is an example of a SE end item repair turn-in MAF and will be completed as follows.

A22 - Enter the appropriate WUC.

A48 - Enter the TEC for the end item.

A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.

A58 - Enter the appropriate WD code. (Appendix R)

A59 - Enter the appropriate TM code. (Appendix H)

A69 - Enter the appropriate meter time.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description identifying the repair required and initiator.

### 6.11.88 Target Postlaunch Rehabilitation Inspection (Look Phase)

Figure 6-101 is an example of a MAF documented for a target postlaunch rehabilitation inspection (look phase). The following explains documentation:

LOCAL USE-When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - WUC must be 030.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - AT code; must be 0. (Appendix E)

A36 - MAL description code; must be 000. (Appendix I)

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be O. (Appendix R)

A59 - TM code; must be P. (Appendix H)

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. (Appendix S)

DISCREPANCY - Enter the narrative description of the discrepancy.



CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.89 Target Postlaunch Rehabilitation Inspection (Fix Phase)

Figure 6-102 is an example of a MAF documented for a target postlaunch rehabilitation inspection (fix phase). The following explains documentation:

LOCAL USE-When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate TRCODE. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate AT code. (Appendix E)

A36 - Enter the appropriate MAL description code. (Appendix I)

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. (Appendix R)

A59 - Enter the appropriate TM code. (Appendix H)

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed.

B53 through D17 - Enter the appropriate data (if applicable).

A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.

A19 - Enter the appropriate work center code. (Appendix S)

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.90 Target Configuration Change

Figure 6-103 is an example of a MAF documented for a target configuration change. The following explains documentation:

LOCAL USE-When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - TRCODE; must be 17. (Appendix P)

A34 - Maintenance level; must be 1.

A35 - AT code; must be Q. (Appendix E)

A36 - MAL description code; must be 800. (Appendix I)

A39 - Items processed; must be 1.  
 A41 - Enter the total number of man-hours expended.  
 A45 - Enter the total EMT that applies.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))  
 A59 - TM code; must be B. ([Appendix H](#))  
 A60 - Enter the POSIT (if applicable).  
 B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.  
 G08 through G48 - Enter the appropriate data for the installed/new item.  
 B53 through D17 - Enter the appropriate data (if applicable).  
 A08 through A14 - Enter the assigned JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.91 Standard Rework Control Document

Figure 6-104 is an example of a completed IMC/P control document. No SCIR EOC code will be documented on IMC/P control documents. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
 ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
 (H-Z) - Enter the data to identify the engine (if applicable).  
 A22 - Enter the appropriate WUC. PDM or IMC/P are sequential 030IMC1, 030IMC2, etc. Rework (MCI) is 030REWK.  
 A29 - Enter the appropriate D-level organization code.  
 A32 - TRCODE must be 11. ([Appendix P](#))  
 A34 - Maintenance level; must be 3.  
 A35 - AT code; must be 0. ([Appendix E](#))  
 A36 - MAL description code; must be 000. ([Appendix I](#))  
 A39 - Items processed; must be 1.  
 A41 - Man-hours; 0.0.  
 A45 - EMT; 0.0.  
 A48 - Enter the TEC for the equipment.  
 A52 - Enter the appropriate BU/SERNO.  
 A58 - WD code; must be O. ([Appendix R](#))  
 A59 - TM code; must be G. ([Appendix H](#))  
 B08 through B34 - Enter the Julian date and time that work was received, started, or completed.  
 A08 through A14 - Enter the assigned phase rework JCN.  
 A19 - Enter the appropriate work center code. ([Appendix S](#))  
 DISCREPANCY - Enter the narrative description of the discrepancy.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
 CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

### 6.11.92 Standard Rework Look Phase Document

Figure 6-105 is an example of a completed rework look phase document. Look phase documents are issued to each work center participating in the IMC/P inspection. No SCIR EOC code will be documented on look phase documents. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.  
ACCUMULATED WORK HOURS - Enter the appropriate data.  
A22 - Enter the appropriate WUC. PDM or IMC/P are sequential 030IMC1, 030IMC2, etc. Rework (MCI or ASPA) is 030REWK.  
A29 - Enter the appropriate O-level organization code.  
A32 - TRCODE; must be 11. ([Appendix P](#))  
A34 - Maintenance level; must be 1 for O-level or 2 for I-level.  
A35 - AT code; must be 0. ([Appendix E](#))  
A36 - MAL description code; must be 000. ([Appendix I](#))  
A39 - Items processed; must be 0.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be O. ([Appendix R](#))  
A59 - TM code; must be G. ([Appendix H](#))  
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.  
A08 through A14 - Enter the assigned phase rework JCN from the Control Document.  
A19 - Enter the appropriate work center code. ([Appendix S](#))  
DISCREPANCY - Enter the narrative description of the discrepancy.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action.  
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

#### 6.11.93 Standard Rework Fix Phase Document

Figures 6-106 and 6-107 are examples of completed fix phase O-level rework documents. See [paragraph 6.11.94 \(ISR\)](#) for documenting D-level discrepancies found during standard rework or during other aircraft maintenance. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.  
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).  
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).  
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).  
A22 - Enter the specific WUC of the item being repaired/replaced.  
A29 - Enter the appropriate O-level organization code.  
A32 - Enter the appropriate TRCODE. ([Appendix P](#))  
A34 - Maintenance level; must be 1.  
A35 - Enter the appropriate AT code. ([Appendix E](#))  
A36 - Enter the appropriate MAL description code. ([Appendix I](#))  
A39 - Enter the total number of items processed.  
A41 - Enter the total number of man-hours expended.  
A45 - Enter the total EMT that applies.  
A48 - Enter the TEC for the equipment.  
A52 - Enter the appropriate BU/SERNO.  
A58 - WD code; must be M. ([Appendix R](#))  
A59 - TM code; must be G. ([Appendix H](#))  
A60 - Enter the POSIT (if applicable).  
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.  
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).  
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).  
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.

A19 – Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.94 In-Service Repair Document

[Figure 6-108](#) is an example of a completed in-service repair document. No [SCIR EOC code](#) will be documented. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A22 - Enter the specific WUC of the item being repaired/replaced.

A29 - Enter the appropriate D-level organization code.

A32 - TRCODE: 11

A34 - Maintenance level; must be 3.

A35 - Enter the appropriate AT code. ([Appendix E](#))

A36 - Enter the appropriate MAL description code. ([Appendix I](#))

A39 - Enter the total number of items processed.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - WD code; must be V. ([Appendix R](#))

A59 - TM code; must be G. ([Appendix H](#))

A60 - Enter the POSIT (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

A08 through A14 - Enter the assigned squadron JCN.

A19 – Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

#### 6.11.95 Modification Document

Modification includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed. [Figure 6-109](#) is an example of a completed [D-level](#) modification document. No [SCIR EOC code](#) will be documented. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

A22 - Enter the specific WUC identified in the TD.

A29 - Enter the appropriate D-level organization code.

A32 – TRCODE: must be 41 or 47. ([Appendix P](#))

A34 - Maintenance level must be 3.

A35 - Enter the appropriate AT code. ([Appendix J](#))

A39 - Item processed must be 1.

F08 through F19-Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).

G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).

A08 through A14 - Enter the assigned squadron JCN.

A19 – Enter the appropriate work center code. ([Appendix S](#))

DISCREPANCY - Enter the narrative description of the discrepancy.

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CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

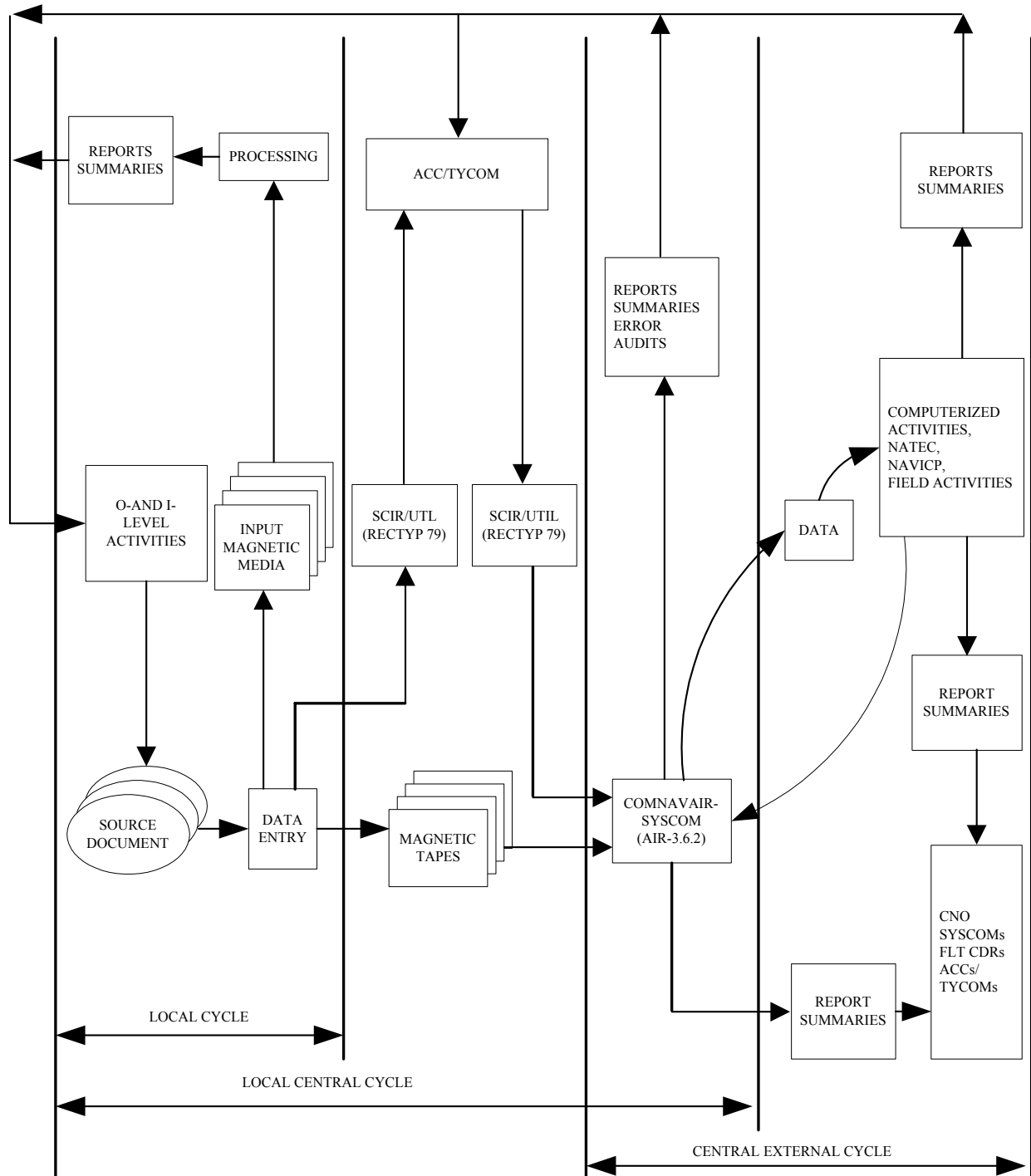


Figure 6-1: Aviation 3M Data Cycles

**6-90**











REPAIR CYCLE			
	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	
AWAITING MAINTENANCE			
B38	B39	HOURS	B43
			B44
			HOURS
			B48
			B49
			HOURS
MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

Figure 6-7: Data Groups Required for SCIR

1	2	3	4	5	6	7
Discrepancy Reported 0800	Work Started 0900	Work Stopped For Parts 1000	Ordered Parts 1100	Parts Received 1500	Begin Installation 1600	Work Finished 1700
AWM	EMT	AWM	AWP	AWM	EMT	
MAINTENANCE			SUPPLY	MAINTENANCE		

- The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.
- Work started on discrepancy at 0900.
- Work was stopped for lack of parts at 1000 but parts were not ordered at this time. AWM was in effect until parts were ordered. Parts are not considered to be on order (AWP) until demand has been forwarded to SRS of the Supply Department.
- Parts were placed on order at 1100, work was still stopped.
- Parts were received at 1500, but no one was available to work at this time; AWM applies.
- Began work at 1600 to install RFI component.
- Finished work at 1700, end item ready for use.

REPAIR CYCLE									
		DATE		TIME		EOC			
1	RECEIVED	B08	6123		B12	0800		B16	Z
2	IN WORK	B19	6123		B23	0900		B27	Z
7	COMPLETED	B30	6123		B34	1700			
AWAITING MAINTENANCE									
	B38	B39	HOURS	B43	B44	HOURS	8	B49	HOURS
	3	2	0	8	1	0			
MAINTENANCE/SUPPLY RECORD									
		JOB STATUS		DATE		TIME		EOC	
4	B53	S		B54	6123		B58	1100 Z	
5	B65	M		B66	6123		B70	1500 Z	
	C08			C09			C13	C17	
	C20			C21			C25	C29	
	C32			C33			C37	C41	

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
6123	0800	3	1	0 (1,2)
6123	1000	8	1	0 (3,4)
6123	1500	3	1	0 (5,6)

Figure 6-8: Maintenance vs Supply Situation (1)

1	2	3	4	5	6	7
Discrepancy Reported 0800	Work Started 0900	Ordered Parts 1000	Work Stopped For Parts 1100	Parts Received 1500	Begin Installation 1600	Work Finished 1700
AWM	EMT		AWP	AWM	EMT	
MAINTENANCE			SUPPLY	MAINTENANCE		

1. The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z.  
At this time all workers were otherwise employed so the discrepancy was AWM for backlog.
2. Work started on discrepancy at 0900.
3. Ordered parts at 1000 but continued working to remove old component. EMT still applies.
4. Work stopped for lack of parts at 1100.
5. Parts were received at 1500, but no one was available to work at this time; AWM applies.
6. Began work at 1600 to install RFI component.
7. Finished work at 1700, end item ready for use.

REPAIR CYCLE										
		DATE		TIME		EOC				
1	RECEIVED	B08	6123		B12	0800		B16	Z	
		B19	6123		B23	0900		B27	Z	
7	COMPLETED	B30	6123		B34	1700				
		AWAITING MAINTENANCE								
		B38	B39	HOURS	B43	B44	HOURS	8	B49	HOURS
		3		2	0					
MAINTENANCE/SUPPLY RECORD										
		JOB STATUS		DATE		TIME		EOC		
4	S	B53	B54		B58		B62			
		6123		1100		Z				
5	M	B65	B66		B70		B74			
		6123		1500		Z				
		C08	C09		C13		C17			
		C20	C21		C25		C29			
		C32	C33		C37		C41			

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
6123	0800	3	1	0 (1,2)
6123	1500	3	1	0 (5,6)

Figure 6-9: Maintenance vs Supply Situation (2)

1	2	3	4	5	6	7	8
Discrepancy Reported 0800	Work Started 0900	Work Stopped And Parts Ordered 1000	Begin Trouble- Shooting 1200	Complete T/S 1300	Parts Received 1500	Begin Installation 1600	Work Finished 1700
AWM	EMT	AWP	EMT	AWP	AWP	EMT	
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE		

1. The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z.  
At this time all workers were otherwise employed so the discrepancy was AWM for backlog.
2. Work started on discrepancy at 0900.
3. Work was stopped for lack of parts and parts ordered. Defective part turned in at 1000.
4. At Maintenance Controls direction, went back into work at 1200 to further troubleshoot discrepancy. Although parts are on order, EMT applies.
5. Satisfied that no further maintenance is required until receipt of previously ordered part, status returns to AWP at 1300.
6. Parts were received at 1500, but no one was available to work at this time; AWM applies.
7. Began work at 1600 to install RFI component.
8. Finished work at 1700, end item ready for use.

REPAIR CYCLE									
		DATE		TIME		EOC			
1	RECEIVED	B08	6123	B12	0800	B16	Z		
2	IN WORK	B19	6123	B23	0900	B27	Z		
8	COMPLETED	B30	6123	B34	1700				
AWAITING MAINTENANCE									
	B38	B39	HOURS	B43	B44	HOURS	8	B49	HOURS
	3	2	0						
MAINTENANCE/SUPPLY RECORD									
		JOB STATUS		DATE		TIME		EOC	
3		B53	S	B54	6123	B58	1000	B62	Z
4		B65	M	B66	6123	B70	1200	B74	Z
5		C08	S	C09	6123	C13	1300	C17	Z
6		C20	M	C21	6123	C25	1500	C29	Z
		C32		C33		C37		C41	

{	ACCUMULATED AWM HOURS				
	DATE	TIME	REASON	HOURS	
	6123	0800	3	1	0 (1,2)
	6123	1500	3	1	0 (6,7)

Figure 6-10: Maintenance vs Supply Situation (3)

1	2	5
Discrepancy Reported 0800	Begin Work Further Degrading 1100	Work Finished 1700
EOC: D AWM	EOC: Z EMT	
MAINTENANCE		

1. The discrepancy was reported at 0800 on 6123 that degraded equipment mission capability. The impacting system is described by EOC Code D. No electrical facilities were available at this time so the discrepancy was AWM for facilities.
2. Work started at 1100 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.
3. The component was replaced and work finished at 1700, end item ready for use.

REPAIR CYCLE									
		DATE		TIME		EOC			
1	RECEIVED	B08	6123	B12	0800	B16	D		
2	IN WORK	B19	6123	B23	1100	B27	Z		
3	COMPLETED	B30	6123	B34	1700				
AWAITING MAINTENANCE									
	B38	B39	HOURS	B43	B44	HOURS	8	B49	HOURS
	2		3	0					
MAINTENANCE/SUPPLY RECORD									
		JOB STATUS		DATE		TIME		EOC	
		B53		B54		B58		B62	
		B65		B66		B70		B74	
		C08		C09		C13		C17	
		C20		C21		C25		C29	
		C32		C33		C37		C41	

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
6123	0800	2	3	0 (1,2)

Figure 6-11: Simple EOC Code Change



1	2	3	4	5	6	7
Dis- crepancy Reported 0800	Begin Work Further Degrading Capability 0900	Work Stopped And Parts Ordered 1000	Begin Reinstal- lation Of Bad Component 1100	Completed Rein- stallation Of Bad Component 1200	Parts Received And Begin Component Replacement 1600	Work Finished 1700

AWM	EMT	AWP	EMT	AWP	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE

1. The discrepancy was reported at 0800 on 6123 that degraded mission capability. The impacting system is described by EOC Code D. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.
2. Work started at 0900 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.
3. Work was stopped for lack of parts and parts ordered at 1000. As this component is a CRIPL item, it will be retained until receipt of the replacement part.
4. Because of operational commitments, maintenance control ordered the reinstallation of the defective component to upgrade mission capability to D. Reinstallation began at 1100, EMT applies.
5. Completed reinstallation of defective component at 1200. Status returns to AWP; EOC code to D.
6. Replacement component received at 1600, Maintenance Control authorized immediate removal and replacement of the defective component.
7. Finished work at 1700, end item ready for use.

REPAIR CYCLE							
	DATE	TIME	EOC				
1	RECEIVED	B08 6123	B12 0800	B16 D			
2	IN WORK	B19 6123	B23 0900	B27 Z			
7	COMPLETED	B30 6123	B34 1700				
AWAITING MAINTENANCE							
	B38	B39 HOURS	B43	B44 HOURS	8	B49 HOURS	
	3	1 0					
MAINTENANCE/SUPPLY RECORD							
	JOB STATUS	DATE	TIME	EOC			
3	B53 S	B54 6123	B58 1000	B62 Z			
4	B65 M	B66 6123	B70 1100	B74 Z			
5	C08 M	C09 6123	C13 1200	C17 D			
5	C20 S	C21 6123	C25 1200	C29 D			
6	C32 M	C33 6123	C37 1600	C41 Z			

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
6123	0800	3	1	0 (1,2)

Figure 6-12: Multiple EOC Code Changes

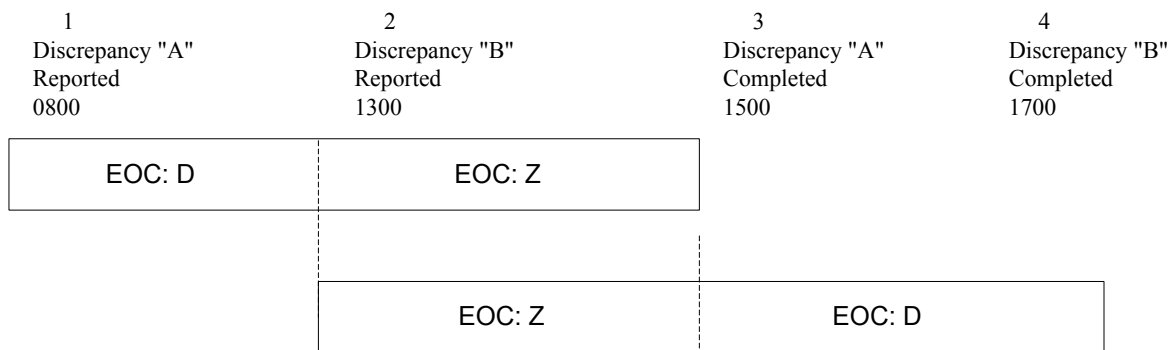
1	2	5
Discrepancy Reported 0800	Begin Work Further Degrading 1400	Work Finished 1700
EOC: A AWM (Not accounted for)		EOC: Z EMT
MAINTENANCE		

1. The discrepancy was reported at 0800 on 6123 that did not impact mission capability . SCIR was not documented; AWM was not accounted for.
2. Work started at 1400 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z. Annotate preceding block with A.
3. Reinstalled part and finished work at 1700, end item ready for use.

REPAIR CYCLE									
		DATE		TIME		EOC			
1/2	RECEIVED	B08	6123	B12	0800	B16	A		
2	IN WORK	B19	6123	B23	1400	B27	Z		
3	COMPLETED	B30	6123	B34	1700				
AWAITING MAINTENANCE									
	B38	B39	HOURS	B43	B44	HOURS	B48	B49	HOURS
MAINTENANCE/SUPPLY RECORD									
JOB STATUS		DATE		TIME		EOC			
B53		B54		B58		B62			
B65		B66		B70		B74			
C08		C09		C13		C17			
C20		C21		C25		C29			
C32		C33		C37		C41			

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	

Figure 6-13: Documentation of EOC Code A



1. Discrepancy "A" was reported at 0800 on 6123 and degraded mission capability. The impacting system was described by EOC Code D. Work started at 0900 on discrepancy "A".
2. Discrepancy "B" was reported at 1300 and placed in work. The MESM indicates that when both systems "A" and "B" are degraded at the same time, EOC Code Z will apply.
3. Discrepancy "A" was repaired at 1500. The remaining mission degrading system is described by EOC Code D.
4. Discrepancy "B" was repaired at 1700, the end item is ready for use.

**NOTE:** The purpose of this display is to illustrate "redundant system" documentation logic. In practice, the AWM, EMT, and supply time would be accounted for on each discrepancy in the normal manner.

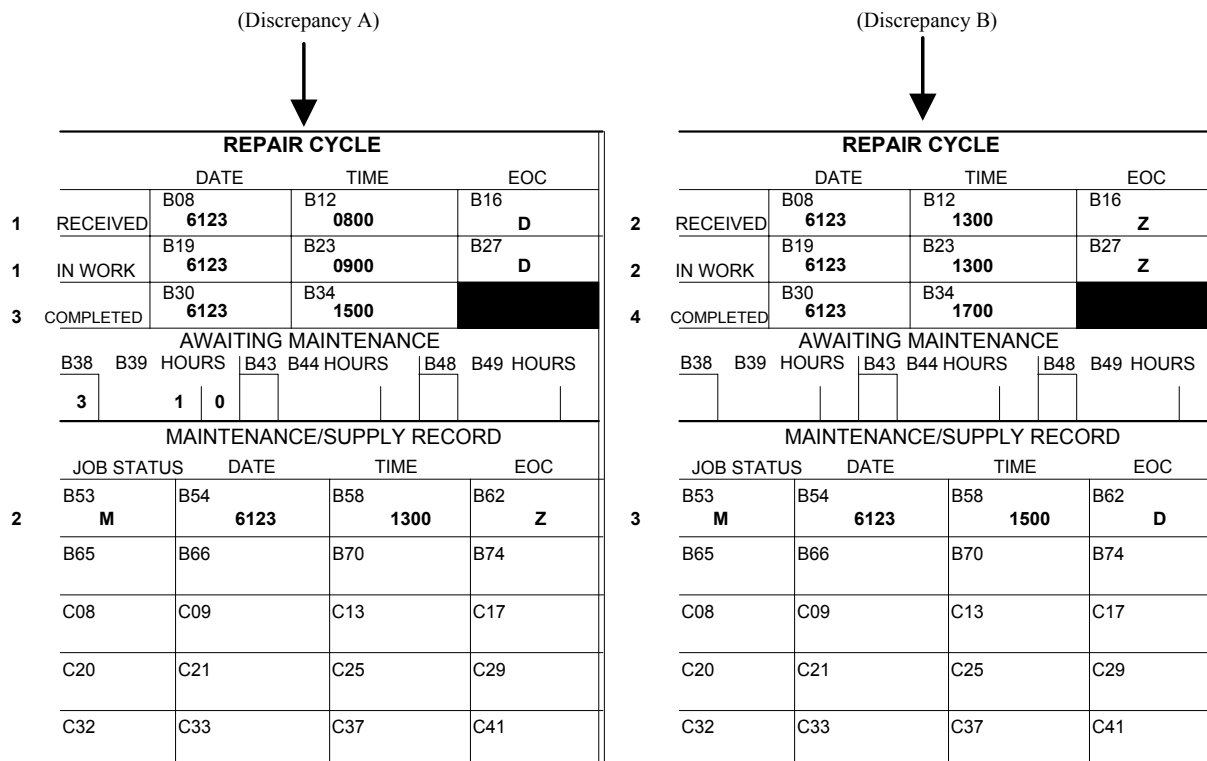
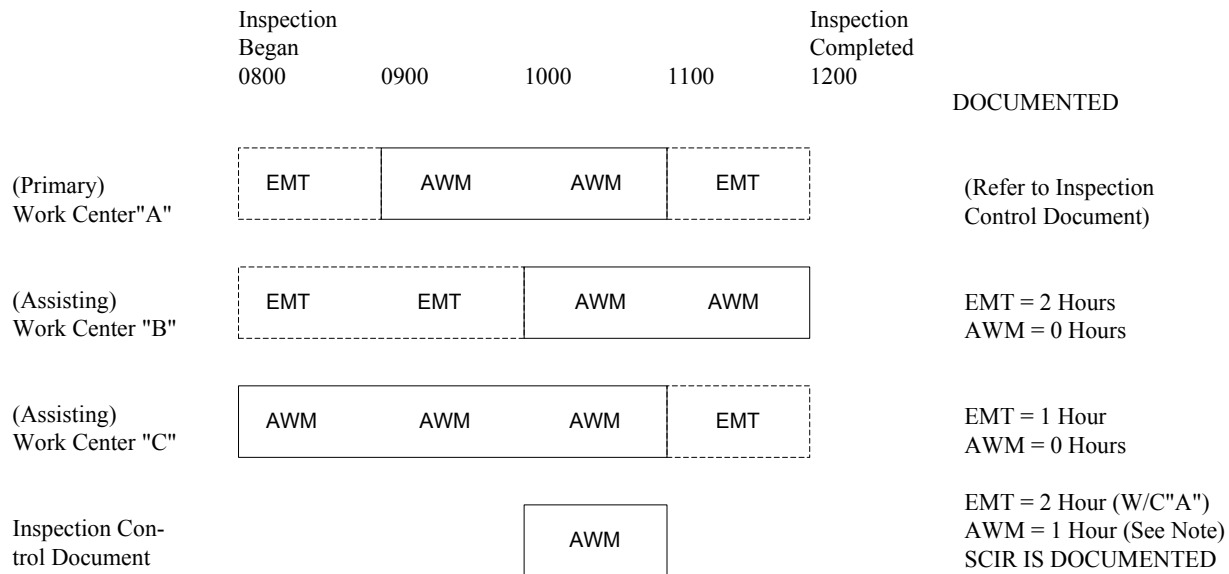


Figure 6-14: Redundant System Logic





**NOTE:** The above exhibit illustrates an inspection being performed by three work centers. Work center "A" is the primary work center and documents the inspection control document. Although the individual work centers were AWM at various times between 0800 and 1200, the inspection was AWM only between 1000 and 1100 because this is the only time all work centers were AWM simultaneously. The primary work center "A" would document its own EMT and the inspection AWM on the inspection control document as shown below. The assisting work centers "B" and "C" would document their own EMT, as shown in the figure above, but account for no SCIR or AWM hours.

REPAIR CYCLE									
		DATE		TIME		EOC			
RECEIVED	B08	6123		B12	0800		B16	Z	
IN WORK	B19	6123		B23	0800		B27	Z	
COMPLETED	B30	6123		B34	1200				
AWAITING MAINTENANCE									
B38	B39	HOURS	B43	B44	HOURS	B48	B49	HOURS	
3		1 0							
MAINTENANCE/SUPPLY RECORD									
JOB STATUS		DATE		TIME		EOC			
B53		B54		B58		B62			
B65		B66		B70		B74			
C08		C09		C13		C17			
C20		C21		C25		C29			
C32		C33		C37		C41			
C44		C45		C49		C53			
C56		C57		C61		C65			
D08		D09		D13		D17			

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
6123	1000	3	1	0

Figure 6-16: Multiple Work Center Inspection Documentation











**No. SWP 4826**

COPY 1

5 PART FORM

ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC

**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☒ ☐ ☐ **AZ1 Smith**

LOCAL USE				ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS					
				NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	DATE	TIME	REASON	HOURS		
				SIMMS	5 hg	6136	1	0	1	0	6136	0800	2	0	5
				GRANT		6136	1	0							
				SIMMS	4 hg	6136	1	0	1	0					
				GRANT		6136	1	0							
REFERENCE															
NA01-230HLH-4-13, FIG 13-															
20, ITEM 16															

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC	
	<input type="checkbox"/>	<input type="checkbox"/>			13499	122-369-01		1	AK0	02	6136	6136	
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
632Z100	AN3	23	1	R	255	1	4	0	2	0									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AHCM	148049	C	B									

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	
RECEIVED	B08 6 1 3 6	B12 0 8 0 0	B16 Z	13499	EBE-188	13499	EBH-321
IN WORK	B19 6 1 3 6	B23 0 8 3 0	B27 Z	E23 PART NUMBER 122-369-01	E38 DATE REMOVED 6136	G23 PART NUMBER 122-369-01	
COMPLETED	B30 6 1 3 6	B34 1 8 0 0		E42 TIME/CYCLES M1360	E47 TIME/CYCLES W3000	E52 TIME/CYCLES X0129	
AWAITING MAINTENANCE				G38 TIME/CYCLES M2850		G43 TIME/CYCLES W3000	G48 TIME/CYCLES X0131
B38	B39 HOURS	B43	B44 HOURS	DISCREPANCY			
2	0	5		UHF RADIO WILL NOT TRANSMIT ON ANY CHANNEL			
MAINTENANCE/SUPPLY RECORD							
JOB STATUS	DATE	TIME	EOC				
B53 S	B54 6 1 3 6	B58 0 9 3 0	B62 Z				
B65 M	B66 6 1 3 6	B70 1 7 0 0	B74 Z	PILOT/INITIATOR LT JOHNSON			
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	REPLACED UHF TRANSCEIVER. CHECKS GOOD ON GROUND POWER			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY		INSPECTED BY	
A08 ORG AN3	A11 DAY 136	A14 SER 455	A17 SUF 210	AT3 Simms		AT2 Grant	
A19 WORK CENTER				SUPERVISOR		MAINT CONTROL	
				AT1 Raines		AZ2 Jones	
MODEX				TURN-IN DOCUMENT		SYSTEM / REASON	
610						M C N	

Figure 6-21: On-Equipment Repair (Repairable Component Replacement)





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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☐ ☒ ☒ **AZ2 Miller**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME REASON	HOURS		
	BENSON	1 bh	6137	0   5	0   5	6137	1030	2	1   0	
	PRICE		6137	0   5						
	LANGLEY		6137	1   5	1   5					
	PRICE		6137	1   0						
REFERENCE	BENSON	1 dk	6137	1   5						
NA01-85 WBA-4-20, PG: 3-	JONES		6137	1   0						
60, FIG: 13-15 ITEM 37										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC	
	<input type="checkbox"/>	<input type="checkbox"/>			26512	128H10058-3		1	AK0	03	6137	6137	
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION							
A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT		
13121	AC3	23	1	R	935	1	6	0	<input type="checkbox"/>								
A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A 6 2 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28					
AAEG	151637	Y	E	LH													

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	
RECEIVED	6 1 3 7	0 8 0 0	Z	26512	21572	26512	24561
IN WORK	6 1 3 7	0 8 0 0	Z	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER	
				128H10058-3	6137	128H10058-3	
COMPLETED	6 1 3 7	1 3 0 0		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	
				A0651		A0651	
AWAITING MAINTENANCE				DISCREPANCY			
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS		
2	1   0						
MAINTENANCE/SUPPLY RECORD				COMPONENT RECEIVED NON-RFI FROM SUPPLY, (CYLINDER SCORED)			
JOB STATUS	DATE	TIME	EOC				
B53	B54	B58	B62				
S	6 1 3 7	0 8 3 0	Z	ORIGINAL DISCREPANCY: PORT L/G			
B65	B66	B70	B74	ACTUATOR CYLINDER LEAKING			
M	6 1 3 7	1 0 3 0	Z	PILOT/INITIATOR AMHC RICE			
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	R & R L/G ACTUATING CYLINDER			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY		INSPECTED BY	
A08 ORG	A11 DAY	A14 SER	A17 SUF	AMH2 Benson		AMS1 Kay	
AC3	137	142		12B			
				MODEX		TURN-IN DOCUMENT	
				101			
				P R I		SYSTEM / REASON	
						M C N	
				SUPERVISOR		MAINT CONTROL	
				AMHC Hauge		AZ2 Miller	

Figure 6-24: Component Received Non-RFI and Installed

MCN
-----









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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☒ ☐ ☐ **AZ1 Bullock**

LOCAL USE		ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
PORT ENG SER No. 663094		NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
		GARCIA	P1 rgw	6128	4   0	4   0	6128	1200	8	4   0
		OLEN		6128	4   0					
		DANIEL		6128	4   0					
		KEYS		6128	2   5					
REFERENCE		YOUNG	P6 rgw	6128	5   0	5   0				
		DRAKE		6128	5   0					
		MILLS		6128	5   0					

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	<input type="checkbox"/>	<input type="checkbox"/>	S	000	JHHM1	663094 E1248		0					
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

**FOLD**

A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED MT	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION					
											F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
23500	AC3	12	1	S	800	1	29	5	9	0	<input type="checkbox"/>					

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688	O	B									

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER
RECEIVED	B08 6 1 2 8	B12 0 8 0 0	B16 Z				
IN WORK	B19 6 1 2 8	B23 0 8 0 0	B27 Z	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER	
COMPLETED	B30 6 1 2 8	B34 2 1 0 0		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES
							G43 TIME/CYCLES
							G48 TIME/CYCLES

AWAITING MAINTENANCE						DISCREPANCY	
B38 B39 HOURS	B43 B44 HOURS	B48	B49 HOURS				
8	4	0					

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION			
REMOVE & REINSTALL PORT ENGINE FOR W/C 260 TO "FOM"			
PILLOT/INITIATOR ADCS WARD			

CORRECTIVE ACTION			
R & R PORT ENGINE			

CORRECTIVE ACTION			

CORRECTED BY				INSPECTED BY		SUPERVISOR		MAINT CONTROL	
AD2 Garcia				AD1 Jones		AEC Steady		AVCM Beaver	

JOB CONTROL NUMBER				A19 WORK CENTER		MODEX		P R I		TURN-IN DOCUMENT		SYSTEM / REASON		M C N	
A08 ORG	A11 DAY	A14 SER	A17 SUF												
AC3	128	169		11A											

Figure 6-29: Facilitate Other Maintenance Action







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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☒ ☐ ☐ **AZAN Merry**

LOCAL USE		ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
		NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
		SMITH	3 fkj	6015	1   0	1   0				
		SMITH	3 fkj	6015	1   0	1   0				
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC	
	<input type="checkbox"/>	<input type="checkbox"/>			82598	1268		1	AK0	03	6015	G567 6015	
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

A22 WORK UNIT CODE		A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION					
											F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236100		AB5	23	1	R	383	1	2   0	2   0	<input type="checkbox"/>						
A48 TYPE EQUIP		A52 BU/SER NUMBER		A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE		F28	
AAFF		151687		D	F											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE		TIME		EOC		E13 SERIAL NUMBER		G08 MFGR		G13 SERIAL NUMBER	
RECEIVED	B08 6 0 1 5	B12 1 1 3 0	B16	E08 MFGR 82598	E13 SERIAL NUMBER 68	G08 MFGR 82598	G13 SERIAL NUMBER 92				
IN WORK	B19 6 0 1 5	B23 1 1 3 0	B27	E23 PART NUMBER 1268	E38 DATE REMOVED 6015	G23 PART NUMBER 1268					
COMPLETED	B30 6 0 1 5	B34 1 4 3 0		E42 TIME/CYCLES M0425	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES M0167	G43 TIME/CYCLES	G48 TIME/CYCLES		

AWAITING MAINTENANCE				
B38	B39 HOURS	B43	B44 HOURS	B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53 S	B54 6 0 1 5	B58 1 2 3 0	B62
B65 M	B66 6 0 1 5	B70 1 3 3 0	B74

CORRECTIVE ACTION			
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL			
AT2 Smith				ATC Briggs				ATC Jones				ATCS Helms			

JOB CONTROL NUMBER				A19 WORK CENTER				CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL			
A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER	A22 WORK UNIT CODE	A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
AB6	015	153		210	7236100	AB5	23	1	R	383	1	2   0	2   0	<input type="checkbox"/>									

JOB CONTROL NUMBER				A19 WORK CENTER				CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL			
A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER	A22 WORK UNIT CODE	A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
AB6	015	153		210	7236100	AB5	23	1	R	383	1	2   0	2   0	<input type="checkbox"/>									

Figure 6-33: Hosting Activity Repair Document







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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☐ ☒ ☐ **AZ3 Litton**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	MUNGER	1 jjt	6203	1   0	1   0					
	CRAIG		6203	1   0						
	MUNGER	1 jjt	6203	1   0	1   0					
	JONES		6203	1   0						
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>			35662	AGE59-2		1	AK0	03	6203	G045 6203
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										

FOLD

A22 WORK UNIT CODE	A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT											
42141	AC9	23	1	R	374	1	4	0	2	0						
A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A 6 2 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY	F22 PERM UNIT CODE	F28			
AFPH	155834	D	B													

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	
RECEIVED	B08 6 2 0 3	B12 1 4 3 0	B16 Z	35662	C-192	AGE59-2 C-011	
IN WORK	B19 6 2 0 3	B23 1 4 3 0	B27 Z	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER	
				AGE59-2	6203	AGE59-2	
COMPLETED	B30 6 2 0 3	B34 1 8 3 0		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	
				A3024		A3024	
AWAITING MAINTENANCE				DISCREPANCY			
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS		
MAINTENANCE/SUPPLY RECORD				EMERG. GENERATOR DID NOT WORK WHEN EXTENDED			
JOB STATUS	DATE	TIME	EOC				
B53 S	B54 6 2 0 3	B58 1 5 3 0	B62 Z				
B65 M	B66 6 2 0 3	B70 1 7 3 0	B74 Z	PILOT/INITIATOR			
				LCDR GORDON			
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	R & R EMERG. GENERATOR			
C32	C33	C37	C41	CHECKS GOOD WITH TESTER			
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY		INSPECTED BY	
A08 ORG	A11 DAY	A14 SER	A17 SUF	AE2 Munger		AE1 Jones	
AC9	203	017		MODEX		TURN-IN DOCUMENT	
				35662		SYSTEM / REASON	
A19 WORK CENTER				SUPERVISOR		MAINT CONTROL	
X30				AEC Thomas		ADCS Yates	
				CF REQ		QA REQ	
				RFI		BCM	

Figure 6-36: Away From Home Maintenance (Excepting)









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☐ ☒ ☒ **AZ1 Bullock**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	SMITH	3 rdr	6136	1   0	1   0					
	JONES		6136	1   0						
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD														TECHNICAL DIRECTIVE IDENTIFICATION							
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT					
030	AC3	11	1	0	000	1	2	0	1	0											
A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI	SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28								
AAEG	151637	O	E																		

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM					
DATE		TIME		EOC		E08 MFGR		E13 SERIAL NUMBER		G08 MFGR		G13 SERIAL NUMBER	
RECEIVED	B08	6 1 3 6	B12	1 3 0 0	B16								
IN WORK	B19	6 1 3 6	B23	1 4 0 0	B27								
COMPLETED	B30	6 1 3 6	B34	1 5 0 0									
AWAITING MAINTENANCE						DISCREPANCY							
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS								

MAINTENANCE/SUPPLY RECORD				PERFORM AIRCRAFT ACCEPTANCE INSPECTION IAW			
JOB STATUS	DATE	TIME	EOC	COMNAVAIRFORINST 4790.2 AND DAILY INSPECTION MRCS 1-20			
B53	B54	B58	B62				
B65	B66	B70	B74				
C08	C09	C13	C17				
C20	C21	C25	C29				
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
CORRECTED BY				INSPECTED BY			
AMS2 Jones				AMS1 Diggs			
SUPERVISOR				MAINT CONTROL			
AMSC Hendrickson				AZ2 Nelson			
JOB CONTROL NUMBER				A19 WORK CENTER			
A08 ORG	A11 DAY	A14 SER	A17 SUF				
AC3	136	114		140			
CORRECTED BY				INSPECTED BY			
AMS2 Jones				AMS1 Diggs			
SUPERVISOR				MAINT CONTROL			
AMSC Hendrickson				AZ2 Nelson			
JOB CONTROL NUMBER				A19 WORK CENTER			
A08 ORG	A11 DAY	A14 SER	A17 SUF				
AC3	136	114		140			

Figure 6-41: Acceptance Inspection



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☐ ☒ ☐ **AZ1 Carter**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	BENSON	1 ajr	6136	0   5	0   5	6136	2030	2	1   0	
	PRICE		6136	0   5						
	LANGLEY		6136	1   5	1   5					
	PRICE		6136	1   0						
REFERENCE	BENSON	1 ajr	6136	1   5						
NA01-85 WBA-4-20, PG: 3-	JONES		6136	1   0						
60, FIG: 13-15 ITEM 37										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFG	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC	
	<input type="checkbox"/>	<input type="checkbox"/>			26512	128H10058-3		1	AK0	03	6136	6136	
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD																	
A22 WORK UNIT CODE		A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
F09 CODE		F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT											
13121		AC3	23	1	R	381	1	6	0	2	0						
A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A 6 2 F I D	A65 SAFETY/EI SER	A69 METER	SE MFG	A74	F21	INVENTORY		F28				
AAEG	151637	G	E	LH							F22 PERM UNIT CODE						

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFG	E13 SERIAL NUMBER	G08 MFG	G13 SERIAL NUMBER
RECEIVED	B08 6 1 3 6	B12 1 8 0 0	B16 Z	26512	24561	26512	21572
IN WORK	B19 6 1 3 6	B23 1 8 0 0	B27 Z	E23 PART NUMBER 128H10058-3		E38 DATE REMOVED 6136	
COMPLETED	B30 6 1 3 6	B34 2 3 0 0		E42 TIME/CYCLES A0651		E52 TIME/CYCLES X012*9	
AWAITING MAINTENANCE				E47 TIME/CYCLES W1000		G38 TIME/CYCLES A0651	
B38	B39 HOURS	B43	B44 HOURS	DISCREPANCY			
2	1	0					

MAINTENANCE/SUPPLY RECORD				PORT LANDING GEAR ACTUATING CYLINDER LEAKING			
JOB STATUS	DATE	TIME	EOC				
B53 S	B54 6 1 3 6	B58 1 8 3 0	B62 Z				
B65 M	B66 6 1 3 6	B70 2 0 3 0	B74 Z				
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	REMOVED AND REPLACED LANDING GEAR ACTUATING CYLINDER			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY		INSPECTED BY	
A08 ORG	A11 DAY	A14 SER	A17 SUF	AMH2 Benson		AMS1 Reed	
AC3	136	131		12B			
A19 WORK CENTER				MODEX		TURN-IN DOCUMENT	
				101			
				P R I		SYSTEM / REASON	
						M C N	
				SUPERVISOR		MAINT CONTROL	
				AMSC Jones		AZAN Maloof	

Figure 6-43: Acceptance Inspection (Repairable Required)



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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☐ ☒ ☒ **AZ2 Muffley**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	SMITH	4 dc	6201	0   5	0   5					
	JOHNSON		6201	0   5						
	SMITH	4 dc	6201	0   5	0   5					
	JOHNSON		6201	0   5						
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	49 DATE ORD	53 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A34 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED MT	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
030	AC3	11	1	0	000	1	2	0	1	0									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AAEG	151637	O	E									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER				
RECEIVED	B08 6 201	B12 1300	B16								
IN WORK	B19 6 201	B23 1300	B27	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
COMPLETED	B30 6 201	B34 1500		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES				
							G43 TIME/CYCLES				
							G48 TIME/CYCLES				

AWAITING MAINTENANCE						DISCREPANCY
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS	

MAINTENANCE/SUPPLY RECORD				PERFORM AIRCRAFT TRANSFER INSPECTION IAW OPNAVINST 4790.2H
JOB STATUS	DATE	TIME	EOC	AND ALL APPLICABLE MRC's
B53	B54	B58	B62	
B65	B66	B70	B74	
C08	C09	C13	C17	
C20	C21	C25	C29	
C32	C33	C37	C41	
C44	C45	C49	C53	
C56	C57	C61	C65	
D08	D09	D13	D17	

CORRECTIVE ACTION				PILOT/INITIATOR
				AFCM HOLLAND

COMPLETED AIRCRAFT TRANSFER INSPECTION IAW OPNAVINST 4790.2H			
AND ALL APPLICABLE MRC's			

CORRECTED BY				INSPECTED BY		SUPERVISOR		MAINT CONTROL	
AMS2 Smith				AMS1 Jones		AMSC Upshaw		AFCM Holland	

JOB CONTROL NUMBER				A19 WORK CENTER	CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL		
A08 ORG	A11 DAY	A14 SER	A17 SUF		↑ ↓	MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N
AC3	201	114		12A						

Figure 6-44: Aircraft Transfer Inspection





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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☐ ☒ ☐ **AZ1 Brinkley**

LOCAL USE	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	LANE	6 gsw	6153	2   0	2   0				
	PATH		6153	2   0					
	RHODE		6153	2   0					
	STREET		6153	2   0					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED MT	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
03A0000	AC3	11	1	0	000	1		8   0	2   0	<input type="checkbox"/>									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AAEG	151682	O	G									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER			G08 MFGR	G13 SERIAL NUMBER		
RECEIVED	B08 6153	B12 0730	B16								
IN WORK	B19 6153	B23 0800	B27	E23 PART NUMBER				E38 DATE REMOVED			
COMPLETED	B30 6153	B34 1000		E42 TIME/CYCLES				E47 TIME/CYCLES	E52 TIME/CYCLES		G23 PART NUMBER
				E42 TIME/CYCLES				E47 TIME/CYCLES	E52 TIME/CYCLES		G38 TIME/CYCLES
				E42 TIME/CYCLES				E47 TIME/CYCLES	E52 TIME/CYCLES		G43 TIME/CYCLES
				E42 TIME/CYCLES				E47 TIME/CYCLES	E52 TIME/CYCLES		G48 TIME/CYCLES

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

AIRCRAFT DUE PHASE "A" INSPECTION. MRC's 1-39			

CORRECTIVE ACTION			

COMPLETED PHASE "A" INSPECTION MRC's 1-39.			

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL			
AD1 Lane				AMS1 Gray				AZCM Donivan				AZ2 Taylor			

JOB CONTROL NUMBER				A19 WORK CENTER				CF REQ				QA REQ			
A08 ORG	A11 DAY	A14 SER	A17 SUF					<input type="checkbox"/> RFI				<input checked="" type="checkbox"/> BCM			

MODEX				P R I				TURN-IN DOCUMENT				SYSTEM / REASON				M C N			
AC3	153	F00		502															

Figure 6-47: Aircraft Phase Inspection Man-Hours (Control and Look Phase)







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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☐ ☒ ☐ **AZ1 Bullock**

LOCAL USE	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	BENSON	1 rg	6153	4   0	4   0	6153	1000	3	0   5
	PRICE		6153	4   0					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
030	AC3	11	1	0	000	1		8   0	4   0	<input type="checkbox"/>									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCDA	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151683	O	S									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM					
DATE		TIME		EOC		E08 MFGR		E13 SERIAL NUMBER		G08 MFGR		G13 SERIAL NUMBER	
RECEIVED	B08	6153	B12	1000	B16	Z							
IN WORK	B19	6153	B23	1030	B27	Z	E23 PART NUMBER		E38 DATE REMOVED		G23 PART NUMBER		
COMPLETED	B30	6153	B34	1430			E42 TIME/CYCLES		E47 TIME/CYCLES		E52 TIME/CYCLES		
						E42 TIME/CYCLES		E47 TIME/CYCLES		E52 TIME/CYCLES		G38 TIME/CYCLES	
						E42 TIME/CYCLES		E47 TIME/CYCLES		E52 TIME/CYCLES		G38 TIME/CYCLES	
						E42 TIME/CYCLES		E47 TIME/CYCLES		E52 TIME/CYCLES		G38 TIME/CYCLES	

AWAITING MAINTENANCE						DISCREPANCY					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS						
3	0   5										

MAINTENANCE/SUPPLY RECORD						CHECK AIRCRAFT FOR HARD LANDING							
JOB STATUS		DATE		TIME		EOC							
B53	B54	B58	B62										
B65	B66	B70	B74										
C08	C09	C13	C17										
C20	C21	C25	C29										
C32	C33	C37	C41										
C44	C45	C49	C53										
C56	C57	C61	C65										
D08	D09	D13	D17										

CORRECTIVE ACTION						PILOT/INITIATOR					
						ENS THOMPSON					

PERFORMED HARD LANDING INSPECTION. FOUND PORT L/G ACTUATOR					
CYLINDER LEAKING					

SEE JCN: AC3-153-125					

CORRECTED BY						INSPECTED BY						SUPERVISOR						MAINT CONTROL					
AMH2 Benson						AMS1 Story						AMSC Finley						AZ3 Willett					

JOB CONTROL NUMBER						A19 WORK CENTER						CORRECTED BY						INSPECTED BY						SUPERVISOR						MAINT CONTROL												
A08 ORG	A11 DAY	A14 SER	A17 SUF			A19 WORK CENTER																																				
AC3	153	115				12B																																				

Figure 6-51: Aircraft Conditional Inspection Control Document









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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☒ ☐ ☐ **AZ1 Carver**

LOCAL USE		ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS				
		NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS		
							6025	1200	3	2	5	
							6026	0001	4	8	0	
							6027	0001	4	8	0	
							6028	0001	4	8	0	
REFERENCE							6029	0001	4	8	0	
							6030	0001	4	8	0	
							6031	0001	4	24	0	

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												

**FOLD**

A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION					
											F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
03B0000	AC3	11	1	0	000	0	0	0	0	<input type="checkbox"/>						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY	F22 PERM UNIT CODE	F28
AAFF	159326	O	G										

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER
RECEIVED	B08 6 0 2 5	B12 0 8 0 0	B16 Z				
IN WORK	B19 6 0 2 5	B23 0 8 0 0	B27 Z	E23 PART NUMBER		G23 PART NUMBER	
COMPLETED	B30 6 0 3 1	B34 2 4 0 0		E42 TIME/CYCLES		G38 TIME/CYCLES	
				E47 TIME/CYCLES		G43 TIME/CYCLES	
				E52 TIME/CYCLES		G48 TIME/CYCLES	
AWAITING MAINTENANCE				DISCREPANCY			
B38	B39 HOURS	B43	B44 HOURS				
4	64	0	3				
MAINTENANCE/SUPPLY RECORD				AIRCRAFT DUE PHASE "B" INSPECTION.			
JOB STATUS	DATE	TIME	EOC				
B53	B54	B58	B62				
B65	B66	B70	B74				
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	CLOSE-OUT, END OF REPORTING PERIOD			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY			
A08 ORG	A11 DAY	A14 SER	A17 SUF	INSPECTED BY			
AC3	025	A00		SUPERVISOR			
				ADC Hopkins			
A19 WORK CENTER				MAINT CONTROL			
140							
				SYSTEM / REASON			
				M C N			

CF REQ ☐ QA REQ ☐  
RFI BCM

Figure 6-55: Inspection AWM (Close Out)





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OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

☒ ☐ ☐ **A Z Z Kelly**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	STEVENS	110-1jf	6203	2   0	2   0					
	STEVENS	110-1jf	6204	1   0	1   0					
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	49 DATE ORD	53 REQ NO	53 DATE REC
H	<input type="checkbox"/>	<input type="checkbox"/>	0	000	JHBA1	662233 E3423		0					
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A34 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
030000D	APD	12	1	0	000	0		3	0	<input type="checkbox"/>									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AACD	152141	O	M									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER				
RECEIVED	B08 6 2 0 3	B12 0 8 0 0	B16								
IN WORK	B19 6 2 0 3	B23 0 9 0 0	B27	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
COMPLETED	B30 6 2 0 4	B34 1 0 0 0		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES		

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION			
PERFORM 50 HOUR INSPECTION IN ACCORDANCE WITH MRC's 60-65			

CORRECTIVE ACTION			
COMPLIED WITH 50 HR INSPECTION MRC's 60-65			

CORRECTIVE ACTION			
PILOT/INITIATOR AZC GRIFFIN			

CORRECTIVE ACTION			
CORRECTED BY AD3 Stevens			

CORRECTIVE ACTION			
INSPECTED BY AD2 Fuller			

CORRECTIVE ACTION			
SUPERVISOR AD1 Thomas			

CORRECTIVE ACTION			
MAINT CONTROL AZ2 Kelly			

CORRECTIVE ACTION			
<div style="display: flex; justify-content: space-between;"> <div> CF REQ <input type="checkbox"/> RFI </div> <div> QA REQ <input type="checkbox"/> BCM </div> </div>			

CORRECTIVE ACTION			
<div style="display: flex; justify-content: space-between;"> <div> CORRECTED BY AD3 Stevens </div> <div> INSPECTED BY AD2 Fuller </div> <div> SUPERVISOR AD1 Thomas </div> <div> MAINT CONTROL AZ2 Kelly </div> </div>			

CORRECTIVE ACTION			
<div style="display: flex; justify-content: space-between;"> <div> A08 ORG APD </div> <div> A11 DAY 203 </div> <div> A14 SER 101 </div> <div> A17 SUF 110 </div> </div>			

CORRECTIVE ACTION			
<div style="display: flex; justify-content: space-between;"> <div> TURN-IN DOCUMENT </div> <div> SYSTEM / REASON </div> <div> M C N </div> </div>			

Figure 6-58: Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine







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☒ ☐ ☐ **A Z Z Owen**

LOCAL USE	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	GNADT	4 cc	6190	0   5	0   5				
	GNADT	3 cc	6191	0   5	0   5				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION									
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A34 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT			
4515W	AT5	11	1	S	804	2		1	0	1	0								

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
APBD	156516	O	G									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER			G08 MFGR	G13 SERIAL NUMBER		
RECEIVED	B08 6190	B12 1530	B16								
IN WORK	B19 6190	B23 1530	B27	E23 PART NUMBER	E38 DATE REMOVED			G23 PART NUMBER			
COMPLETED	B30 6191	B34 1200		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES		

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

<b>REMOVE (2) HYDRAULIC RETURN FILTERS FOR CHECK &amp; TEST IAW MRC's 105/106</b>			
CORRECTIVE ACTION			
<b>REMOVED &amp; REINSTALLED (2) HYDRAULIC FILTERS AFTER CHECK &amp; TEST</b>			
PILOT/INITIATOR <b>AMH1 BISHOP</b>			

CORRECTED BY <b>AMS2 Gnad</b>				INSPECTED BY <b>AMS1 Wood</b>				SUPERVISOR <b>AMS1 Wood</b>				MAINT CONTROL <b>AZ2 McDonald</b>			
A08 ORG <b>AT5</b>				A11 DAY <b>190</b>				A14 SER <b>A03</b>				A17 SUF <b>140</b>			

JOB CONTROL NUMBER				A19 WORK CENTER				CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL			
A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER	MODEX	PRI	TURN-IN	DOCUMENT	SYSTEM / REASON	M C N													
AT5	190	A03		140	302																		

Figure 6-61: Reinstallation After Check, Test, and Service





























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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

NONE LOGS REC

☐ ☐ ☐TRANSIENT ACFT  
LOGS NOT AVAILABLE

LOCAL USE	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	<b>DRAKE</b>	<b>1 gb</b>	<b>6156</b>	<b>2   0</b>	<b>2   0</b>				
	<b>HELM</b>		<b>6156</b>	<b>2   0</b>					
REFERENCE									
<b>PPC-50</b>									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												
<input type="checkbox"/>	<input type="checkbox"/>												

**FOLD**

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT											
<b>235D800</b>	<b>AC4</b>	<b>47</b>	<b>1</b>	<b>C</b>		<b>1</b>	<b>4   0</b>	<b>2   0</b>	<input type="checkbox"/>	<b>02</b>	<b>0050</b>				<b>A1</b>	
A48 TYPE EQUIP <b>JHBF</b>	A52 BU/SER NUMBER <b>366062</b>	A58 DISC	A59 T/M	A60 POSIT	A 6 2 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28				

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER
RECEIVED	<b>6 1 5 6</b>	<b>1 3 3 0</b>		<b>73030</b>	<b>768-48</b>	<b>73030</b>	<b>768-48</b>
IN WORK	<b>6 1 5 6</b>	<b>1 3 3 0</b>		E23 PART NUMBER <b>707675L57</b>	E38 DATE REMOVED <b>6156</b>	G23 PART NUMBER <b>707675L57</b>	
COMPLETED	<b>6 1 5 6</b>	<b>1 5 3 0</b>		E42 TIME/CYCLES <b>C0502</b>	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES <b>C0502</b>
AWAITING MAINTENANCE				DISCREPANCY			
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS		
MAINTENANCE/SUPPLY RECORD				INCORPORATE PPC #50			
JOB STATUS	DATE	TIME	EOC				
B53	B54	B58	B62				
B65	B66	B70	B74				
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	INCORPORATED PPC #50			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
JOB CONTROL NUMBER				CORRECTED BY		INSPECTED BY	
A08 ORG <b>AC3</b>	A11 DAY <b>156</b>	A14 SER <b>951</b>	A17 SUF	<b>AD2 Drake</b>		<b>AD1 Williams</b>	
A19 WORK CENTER <b>11A</b>				MODEX		TURN-IN DOCUMENT	
				SYSTEM / REASON		MAINT CONTROL	
						<b>AZ1 Willie</b>	
						M C N	

CF REQ  
☐ RFIQA REQ  
☒ BCM

Figure 6-75: TD Compliance (Transient Aircraft Engine)





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NONE LOGS REC

☐ ☒ ☒ **AZC Embach****VIDS/MAF** OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	MILLER	4 swd	6206	2   0	2   0					
	HOWE		6206	2   0						
	MILLER	4 swd	6206	2   0	2   0					
	HOWE		6206	2   0						
REFERENCE <b>NA 01-85 WBA-4-20</b>										

(H-Z) FAILED/REQUIRED MATERIAL													
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC	
	<input type="checkbox"/>	<input type="checkbox"/>			<b>JHDF1</b>	<b>J52-P8A</b>		<b>1</b>	<b>AK0</b>	<b>02</b>	<b>6206</b>	<b>G012</b>	<b>6206</b>
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											
	<input type="checkbox"/>	<input type="checkbox"/>											

FOLD										TECHNICAL DIRECTIVE IDENTIFICATION							
A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT	
<b>23500</b>		<b>AC3</b>	<b>23</b>	<b>1</b>	<b>R</b>	<b>804</b>	<b>1</b>	<b>8</b>	<b>0</b>	<input type="checkbox"/>							

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
<b>AAED</b>	<b>152262</b>	<b>O</b>	<b>B</b>	<b>LH</b>								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER				
RECEIVED	<b>6 2 0 6</b>	<b>1 0 0 0</b>	<b>Z</b>	<b>JHDF1</b>	<b>664551</b>	<b>JHDF1</b>	<b>664551</b>				
IN WORK	<b>6 2 0 6</b>	<b>1 0 0 0</b>	<b>Z</b>	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
COMPLETED	<b>6 2 0 6</b>	<b>1 6 0 0</b>		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES				
				<b>E0632</b>			<b>E0632</b>				
							G43 TIME/CYCLES				
							G48 TIME/CYCLES				

AWAITING MAINTENANCE				DISCREPANCY			
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS		

**REMOVE ENGINE FOR INCORPORATION OF PPB #154 PART 2 BY IMA**

Figure 6-77: TD Compliance (Engine Removal and Reinstallation)





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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

NONE LOGS REC

☐ ☒ ☒ **AZ2 Martin**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	DOE	1 swp	6094	1   5	1   5					
	DOE	1 swp	6096	1   5	1   5					
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC
H	<input type="checkbox"/>	<input type="checkbox"/>	0	000	JHDA1	661384 E0741		0				
	<input type="checkbox"/>	<input type="checkbox"/>			99193	363473-1-1		1	AK0	03	6093	G016 6096
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
AACD	152262	O	B													

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	
RECEIVED	B08 6094	B12 1100	B16 Z	99193	768-48	99193 223-11	
IN WORK	B19 6094	B23 1100	B27 Z	E23 PART NUMBER 363473-1-1	E38 DATE REMOVED 6094	G23 PART NUMBER 363473-1-1	
COMPLETED	B30 6096	B34 1130		E42 TIME/CYCLES C0502	E47 TIME/CYCLES	E52 TIME/CYCLES	
AWAITING MAINTENANCE				DISCREPANCY			
B38 B39 HOURS				B43 B44 HOURS			
B48 B49 HOURS							
MAINTENANCE/SUPPLY RECORD				REMOVE CSD FOR ACFT 151001. REPLACE WHEN AVAILABLE.			
JOB STATUS	DATE	TIME	EOC				
B53 S	B54 6094	B58 1230	B62 Z				
B65 M	B66 6096	B70 1000	B74 Z				
C08	C09	C13	C17	CORRECTIVE ACTION			
C20	C21	C25	C29	REMOVED & REPLACED CSD.. CHECKS GOOD.			
C32	C33	C37	C41				
C44	C45	C49	C53				
C56	C57	C61	C65				
D08	D09	D13	D17				
CORRECTED BY AD3 Powell				INSPECTED BY AD1 Poe		SUPERVISOR ADCS Smith	
MAINT CONTROL AZ3 Hitch							
JOB CONTROL NUMBER				TURN-IN DOCUMENT			
A08 ORG AC3	A11 DAY 094	A14 SER 010	A17 SUF 11A	SYSTEM / REASON			

CF REQ ☐ QA REQ ☒  
RFI BCM

Figure 6-80: Engine Component Cannibalization









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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

NONE LOGS REC

☐ ☒ ☒ **AZ3 Hauge**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME REASON	HOURS		
	WEBB	3 jjh	6094	1   0	1   0	6095	1200	3	1   0	
	STONE		6094	1   0						
	LEE		6094	1   0						
	WEBB	3 jjh	6095	2   0	2   0					
REFERENCE	STONE		6095	2   0						
	LEE		6095	2   0						

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC
	<input type="checkbox"/>	<input type="checkbox"/>			JHDB2	J52-P8A		1	AK0	02	6094	G428 6095
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										

FOLD

A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
											F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT	
23500	AC3	23	1	R	804	1	9	0	3	0							

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151492	O	B	RH								

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	
RECEIVED	B08 6094	B12 0800	B16 Z	JHDB2	664243	JHDB2 662344	
IN WORK	B19 6094	B23 0800	B27 Z	E23 PART NUMBER	E38 DATE REMOVED 6094	G23 PART NUMBER	
COMPLETED	B30 6095	B34 1500		E42 TIME/CYCLES E1248	E47 TIME/CYCLES	E52 TIME/CYCLES	
				G38 TIME/CYCLES E0840	G43 TIME/CYCLES	G48 TIME/CYCLES	

AWAITING MAINTENANCE			
B38 B39 HOURS	B43 B44 HOURS	B48 B49 HOURS	
3 1   0			

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53 S	B54 6094	B58 0900	B62 Z
B65 M	B66 6095	B70 1200	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION			
REMOVE #2 ENGINE FOR 600 HOUR INSP			
R & R ENGINE			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL	
AD2 Webb		AD1 Ford		ADC Herman		AZ2 Rezin	

JOB CONTROL NUMBER				A19 WORK CENTER			
A08 ORG	A11 DAY	A14 SER	A17 SUF				
AC3	094	165		11A			

MODEX		P R I		TURN-IN DOCUMENT		SYSTEM / REASON		M C N	
109									

CF REQ	QA REQ
<input checked="" type="checkbox"/> RFI	<input checked="" type="checkbox"/> BCM

Figure 6-84: Removal and Replacement (Solely for IMA Inspection)





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OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

NONE LOGS REC

**A Z 2 Allen**

LOCAL USE	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	WEBB	9 af	6083	2   0	2   0				
	LEE		6083	2   0					
	HELMS		6083	2   0					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC
H	<input type="checkbox"/>	<input type="checkbox"/>	0	000	TBUA1	661124 E0525		0				
I	<input type="checkbox"/>	<input type="checkbox"/>	0	000	TBUA2	661225 E0980		0				
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										

**FOLD**

A22 WORK UNIT CODE	A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
										F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT	
030000H	PE2	12	1	0	000	0	6   0	2   0	<input type="checkbox"/>							

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A 6 2 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFWA	159858	O	K									

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER
RECEIVED	B08 6 0 8 3	B12 0 8 0 0	B16				
IN WORK	B19 6 0 8 3	B23 0 8 0 0	B27	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER	
COMPLETED	B30 6 0 8 3	B34 1 0 0 0		E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES
							G43 TIME/CYCLES
							G48 TIME/CYCLES

AWAITING MAINTENANCE			
B38	B39 HOURS	B43	B44 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER				A19 WORK CENTER	CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
A08 ORG	A11 DAY	A14 SER	A17 SUF					
PE2	083	142		11A	AD2 Webb	AD1 Ford	ADC Herman	AZ2 Wells

DISCREPANCY		CORRECTIVE ACTION	
		PERFORM 125 HOUR SPECIAL INSP ON BOTH ENGINES.	
		COMPLY WITH MRC 88	
		INSPECTIONS COMPLETED. COMPLIED WITH MRC 88 ON BOTH ENGINES	

CF REQ		QA REQ	
RFI	BCM		
<input type="checkbox"/>	<input type="checkbox"/>		

SYSTEM / REASON		M C N

Figure 6-87: Special Inspection (Installed Engine) Look Phase Document













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**VIDS/MAF**

OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

NONE LOGS REC

☐ ☒ ☒ **AZ3 Brown**

LOCAL USE	ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
	NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS	
	WILSON	12 jff	6101	1   0	1   0					
	DAVIS		6101	1   0						
	BROWN	7 jff	6101	1   5	1   5					
	LARVE		6101	1   5						
REFERENCE										

(H-Z) FAILED/REQUIRED MATERIAL												
79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	43 PROJ	45 DATE ORD	49 REQ NO	53 DATE REC
H	<input type="checkbox"/>	<input type="checkbox"/>	0	000	JHDB2	666211 E0734		0				
	<input type="checkbox"/>	<input type="checkbox"/>			73030	717666		1	AK0	02	6101	G114 6101
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										
	<input type="checkbox"/>	<input type="checkbox"/>										

FOLD																	
A22 WORK UNIT CODE		A29 ACTION	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION						
A48 TYPE EQUIP		A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY		F28			
A48 TYPE EQUIP		A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY		F28			
23562		AC3	25	1	R	037	1	5   0	2   5	<input type="checkbox"/>							
AAEG		151092	A	B													

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
DATE	TIME	EOC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER
RECEIVED	B08 6101	B12 1000	B16 Z	73030	142	73030	642
IN WORK	B19 6101	B23 1000	B27 Z	E23 PART NUMBER 717666	E38 DATE REMOVED 6101	G23 PART NUMBER 717666	
COMPLETED	B30 6101	B34 1930		E42 TIME/CYCLES C0240	E47 TIME/CYCLES W0500	E52 TIME/CYCLES X0129	G38 TIME/CYCLES C0100
							G43 TIME/CYCLES W0500
							G48 TIME/CYCLES X0375

AWAITING MAINTENANCE			
B38	B39 HOURS	B43	B44 HOURS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53 S	B54 6101	B58 1100	B62 Z
B65 M	B66 6101	B70 1800	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION			
RPM FLUCTUATES AT IDLE ON #2 ENGINE			
REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.			

CORRECTIVE ACTION			
REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.			

CORRECTIVE ACTION			
REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.			

CORRECTIVE ACTION			
REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.			

CORRECTIVE ACTION			
REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.			

Figure 6-93: Unscheduled Maintenance (Installed Engine) Repairable Replacement



























MCN
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## CHAPTER 7 - Naval Aviation Logistics Command Management Information System

### 7.1 General Information

- a. The purpose of this chapter is to give detailed information on the duties and responsibilities for OMA, IMA, and ASD activities operating NALCOMIS.
- b. NALCOMIS provides a modern, real time, responsive, computer based management information system. The three objectives of NALCOMIS are to increase aircraft readiness by providing local maintenance and supply managers with timely and accurate information required in their day-to-day management and decision making process, reduce the administrative burden on the fleet, and improve the quality of upline reported data.

### 7.2 Responsibilities

- a. The NALCOMIS functional sponsor is CNO (N781) and the resource sponsor is CNO (N43). COMSPAWARSSYSCOM (PMW-151) is the Program Manager and COMNAVAIRSSYSCOM (AIR-3.3) is the Functional Manager.
- b. SPAWARSSYSCEN is the CDA and is responsible for the design, development, implementation, and life cycle support of all NALCOMIS software.
  - (1) The CDA maintains all NALCOMIS applications software. User guides and software manuals are available for both system and application software programs. Software problems that cannot be resolved by site personnel will be resolved by direct contact with the SPAWARSSYSCEN trouble desk; refer to the applicable NALCOMIS user manual.
  - (2) Discrepancies identified by system users will be forwarded to the CDA and a copy to their TYCOM using SMTS or NALCOMIS TR/CP Message Format provided in the OMA-SAM. All supporting TR documentation must be forwarded to the TYCOMs via separate correspondence.
- c. The Functional Manager (COMNAVAIRSSYSCOM (AIR-3.3)) will establish a NALCOMIS CCB to maintain control of the NALCOMIS baseline through the application of configuration management. The CCB will operate under the authority of the NAMP Policy Committee and will process NALCOMIS hardware and software changes as outlined in NAVAIRINST 5230.11.
- d. The SA is responsible for establishing and maintaining user accounts.
- e. The user maintains passwords.

### 7.3 NALCOMIS Organizational Maintenance Activity

- a. NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS provide an effective MIS capability to satisfy various functional requirements of the NAMP. It provides Navy and Marine Corps O-level and I-level activities with timely and accurate information for day-to-day management of assigned aircraft and equipment. NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS allow the organization the capability to manage maintenance and supply processes by allowing systems users to enter, collect, process, store, review, report and interface data required.
- b. The major functions required by the O-level are integrated into one system sharing a common data base. This approach avoids redundancy of functions and related data within the organization. It also serves to

improve the overall communication and response time associated with multiple data bases. The major functions of NALCOMIS OMA are divided into nine subsystems and two utilities:

(1) Data Base Administration Subsystem. This subsystem allows the O-level to establish and maintain system level support tables. These tables provide the baseline data for the O-level, data base application security, and data tables.

(2) Maintenance Subsystem. This subsystem collects and processes maintenance related data and provides this data to other subsystems on the data base.

(3) Flight Subsystem. This subsystem collects and processes flight related data and provides this data to other subsystems on the data base.

(4) Logs and Records Subsystem. This subsystem provides the ability to establish and maintain configuration profiles on aircraft, engines, modules, and components assigned to the O-level.

(5) Personnel Subsystem. Reserved for future use.

(6) Asset Subsystem. This subsystem provides the ability to inventory and process inspection related data on O-level assigned assets, for example, aeronautical equipment, [SE](#), [IMRL](#) equipment, and [ALSS](#).

(7) Data Analysis Subsystem. This subsystem provides the O-level [3M](#) analyst with the ability to approve [MAF](#) and flight records for upline submission to the [NDCSC](#); correct, delete, and reinduct MAFs and flight documents; perform end-of-month MAF close out processing; and generate MAF audit reports.

(8) Technical Publications Subsystem. Reserved for future use.

(9) Reports Subsystem. This subsystem provides the ability to select and produce reports.

(10) Ad Hoc Query Utility. This utility provides the ability to create reports to meet the users specific needs. The reports may be derived from selected data base tables allowing the manager to gather data in various areas, for example, aviation 3M reports, flight reports, trend analysis, manpower utilization, user login ID and [SMQ](#) assignments, and specific workload reports.

(11) [SAMM](#) Utility. SAMM provides the ability to the [SA/A](#) to maintain the system configuration. SAMM includes application administration; system utilities; [detachment](#) processing; mail/messages facility; printer management; process status; system initialization; operating system security management; and queue management.

**NOTE:** Additional NALCOMIS OMA specific documentation procedures, input formats, and output formats are contained in the [OMA-UM](#), [OMA-SAM](#), [OMA-UG](#)/Online Help, and Security Features User Guide for OMA.

### 7.3.1 Interfaces

a. [NALCOMIS OMA](#) interfaces with [NALCOMIS IMA](#) for turn-in MAFs and requisitions. Flight and aviation [3M](#) data extracts are created and submitted via electronic medium ([LAN](#) or diskette) to the local [NDCSC](#) for upline submission to [NALDA ADW](#).

b. [NTCSS](#) Optimized [OMA](#) NALCOMIS interfaces with NALCOMIS IMA and NTCSS Optimized IMA NALCOMIS. The interface consists of the requisition requirements, requisition status, requisition queries, and turn-in [WO](#) data. upline submission to NALDA ADW is accomplished by data replication.

c. NTCSS Optimized OMA NALCOMIS interfaces with aircraft type model unique developed software, when provided. For example, data download from aircraft, automated debrief, electronic technical manuals, engine life usage calculations, and additional functionality that may be developed by a platform.

### 7.3.2 Administrative Organization

a. NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS require an administrative structure for operating the system. The basic administrative structure will remain the same even though the number of user will vary between activities.

b. There are three primary or collateral duty assignments required to administer the operations of NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS; the SA/A, assistant SA/A, and the DBA. NDCSC skills and NAMP knowledge qualify them for the position. The primary SA/A shall be the analyst with a collateral duty of systems administrator. The assistant SA/A's focus is on maintaining NALCOMIS and not the other duties associated with the analyst billet. The assistant SA/A's presence and use is of the utmost importance since there is usually only one primary SA/A assigned per squadron and several additional work shifts, as well as additional detachments that will be required to be covered. Both shall provide the local expertise necessary to resolve system and functional related problems and ensure smooth operations. Specific duties and responsibilities include the following:

(1) The primary SA/A shall:

(a) Provide adequate controls to ensure system security and access granted to users are consistent with their duties.

(b) Identify user problems and submit NALCOMIS TRs/CPs via SMTS or to SPAWARSYSCEN Norfolk, VA, per OMA-SAM and TYCOM directives.

(c) Maintain familiarity with the operation of all NALCOMIS hardware assigned, maintain accurate inventory, ensure hardware is functioning correctly, coordinate and record all scheduled and unscheduled maintenance.

(d) Oversee DBAs, ensuring data base integrity and validity is maintained.

(e) Coordinate all MAF delete actions with Maintenance Control to ensure all related actions are accomplished, for example, duplicate MAF.

(f) Perform system and data base backups, data base restores, and detachment processing functions (as required).

(g) Coordinate and schedule all system nonavailability periods such as aircraft transfers and detachment set-up.

(h) Maintain NALCOMIS security and accreditation by monitoring security subsystems.

(i) Coordinate data transfer requirements between NALCOMIS OMA and all other automated information systems, for example, when transferring an aircraft to another activity, ensure all data stored on electronic media is transferred with the aircraft.

(j) Establish procedures and coordinate all system recovery and contingency processes to include back fit processes.

(k) Coordinate software releases, software changes, and hardware upgrades.



(l) Establish and maintain system log, recording all down time, hardware failures, data base saves, and all other system requirements established in the OMA-SAM.

(m) Ensure adequate NALCOMIS consumables, for example, paper, printer ribbons, are on-hand at all times.

(n) Provide formal in-service and informal training to maintenance personnel on NALCOMIS operations, MIS security, and aviation 3M documentation.

(o) Perform all duties described in the OMA-SAM and OMA-UM (Legacy), OMA-UG (Optimized), and the System Securities Authorization Agreement.

(p) Update NTCSS Optimized OMA NALCOMIS baseline change reports.

(A

(2) Assistant SAs are assigned to assist the SA/A. The assistant SA's presence and use is of the utmost importance since there is usually only one SA/A assigned per squadron and several additional work shifts, as well as additional detachments, that will be required to be covered. The assistant SA's focus is on maintaining NALCOMIS and not the other duties associated with the analyst billet.

(3) The DBA has overall responsibility for maintaining the accuracy of NALCOMIS OMA data bases. Sites shall have, as a minimum, one or more DBAs, as required, to maintain data bases. DBAs shall be the single point of update, modification, correction of assigned data bases. No other personnel shall modify the data base without prior approval of the assigned DBA(s). The DBA(s) are responsible to the SA/A for overall data base integrity and validity.

(a) Assets; includes ALSS, SE, IMRL, aeronautical equipment, for example, drop tanks, aerial refueling stores, pods, and all related inspections.

(b) Maintenance; includes all MAF types and JCN/MCN assignments, aircraft related inspections, and MDPS interfaces.

(c) Material Control; includes all material related functions and NALCOMIS IMA interfaces.

(d) Logs and Records; includes TDs, explosive devices, and all aircraft and engine logbook related data bases, for example, AIRS, AEMS, and equipment records.

(e) Flight; includes all flight documents and associated aircrew records, for example, qualification data, aircrew personnel; approval, deletion and upline reporting of all flight documents.

(f) Data Base System; includes all system specific items, for example, time zones, organization code, unit identification code, personnel access, assigned SMQs, and task control.

(g) Data Analyst; includes all aviation 3M data collection, approval, deletions, upline submissions; MAF audit procedures.

**NOTE:** O-level activities may further define and subdivide the data bases areas as required.

### 7.3.3 Functional User

The functional users are the main data entry personnel for NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS. They must protect their passwords and access to ensure data integrity.

### 7.3.4 Detachment Processing

a. Detachment processing consists of two types, same ORG code and different ORG code. Same ORG code processing includes all temporary detachments deployed by the O-level. Different ORG code processing

applies to permanent detachment operations, where detachments are assigned different ORG codes and PUCs. Squadrons using NTCSS Optimized OMA NALCOMIS can set up their different ORG codes using either Separate ORG code or Multiple ORG code detachment capability. (A

**NOTE:** Refer to NTCSS Optimized OMA NALCOMIS OMA-SAM for set up processes for either Separate ORG or Multiple ORG codes.

b. Same ORG Code Detachments. For same ORG code detachments, processing AIRS, AEMS, aviation 3M, flight data, and aircrew data documentation is the responsibility of the parent O-level activity.

c. Different ORG Code Detachments. Within different ORG code detachments, the aircraft, assets and personnel are lost from the parent O-level's custody and gained by the detachment. The parent activity may assign detachment work center codes using the standard maintenance organization work center codes for large detachments or identify a single work center for detachments with four or less aircraft, for example, Det 1 = WC 361, Det 2 = WC 362, Det 10=WC 36A. Different ORG code detachments can be further subdivided into two groups; Nonactivated and Activated.

(1) Nonactivated different organization code detachments will report under the ORG code and PUC of the parent O-level activity. The O-level will use standard organization relationships; one Maintenance Control responsible for the efforts of all work centers including detachment work centers. The parent O-level activity will process all AIRS, AEMS, aviation 3M and NAVFLIRS documentation through the local NDCSC, including all nonactivated detachment documentation.

(2) Activated different ORG code detachments will report under their own ORG code and PUC. The detachment will retain the work center code previously assigned by the parent O-level activity. Processing of AIRS, AEMS, aviation 3M, and NAVFLIRS documentation is the responsibility of the activated detachment. Activated detachments will forward documentation to the appropriate NDCSC.

#### 7.4 NALCOMIS Intermediate Maintenance Activity

a. NTCSS Optimized IMA NALCOMIS provides the capability to manage maintenance and supply functions and processes by allowing system users to enter, collect, process, store, review, and report information required by the organization. These processes include engine and SE repair, material requisitions, repairables management, AWP management, personnel assignment and deployment, subcustody of equipment, use of resources, and additional miscellaneous functions at the IMA and ASD. The functions required by the IMA and ASD are integrated into one system sharing a common data base. This approach avoids duplication of functions and related data between the organizations. The common data base also serves to improve the overall communication and response time associated with material readiness in support of aircraft maintenance activities. Internal communications among users in the IMA and ASD are accomplished through on-line mailbox and hard copy report notices, which are printed on preassigned work center printers.

b. NTCSS Optimized IMA NALCOMIS specific documentation procedures, input formats, and output formats are in NALCOMIS IMA Desk Top Reference Guides.

**NOTES:** 1. IMAs will perform Configuration Status Accounting, for aircraft engines, SE for OMA peculiar SE, personnel management baselines, perform TD documentation in NTCSS Optimized OMA NALCOMIS. (R

2. The IMA NTCSS Optimized OMA NALCOMIS Server can be configured to Multiple ORG codes to allow other departments to use the server.

##### 7.4.1 Interfaces

a. NTCSS Optimized IMA NALCOMIS interfaces with NALCOMIS OMA and NTCSS Optimized OMA NALCOMIS. The interface establishes a link between the IMA and the O-level Material Control and the supporting ASD. This interface provides the O-level the limited ability to query supply related functions.

b. NALCOMIS IMA interfaces with the NDCSC for upline submission of aviation 3M data. The IMA submits data for submission via electronic medium.

c. NTCSS Optimized IMA NALCOMIS interfaces with supported Navy supply MIS information management systems. It exchanges required maintenance and supply data, via real time electronic data exchange or batch processing.

d. NTCSS Optimized IMA NALCOMIS interfaces with maintenance resource management systems to exchange maintenance data used to process work requests.

#### 7.4.2 Administrative Organization

a. NTCSS Optimized IMA NALCOMIS installed at shore activities and aboard ships require an administrative organization for operating the system. The basic organizational structure of the system will remain the same even though the number of users may vary from activity to activity. Generally, three or four individuals are required, on a primary or collateral basis, to administer the operations of NTCSS Optimized IMA NALCOMIS.

**NOTE: Depending on the organization and size of the NALCOMIS site, the SA and the DBA may be the same individual. For Marine Corps activities, the AISD supports NTCSS Optimized IMA NALCOMIS hardware, network, connectivity, and user rights and privileges up to and including workstation operating system login. The maintenance NALCOMIS Application Administrator/Analyst (MOS 6049) supports the NALCOMIS application including SMQs and ensures data base integrity.**

b. The SA is responsible for the overall management of NTCSS Optimized IMA NALCOMIS at each site. SAs must have extensive knowledge and experience in MIS operations, aviation maintenance and supply support functions.

c. The DBA is responsible for the overall administration of the data base in the NTCSS Optimized IMA NALCOMIS\_system and is assigned to coordinate the operation and maintenance of the data base. The functional DBAs assist the DBA in managing the NTCSS Optimized IMA NALCOMIS data base and performs the DBA duties in their absence. The DBA is recommended to be the MIS or Operations Supervisor.

d. The DBAs for Maintenance and Supply are the principal advisors to the SA and DBA on NTCSS Optimized IMA NALCOMIS matters pertaining to their functional area. Additionally, the Maintenance DBA is responsible for performing the duties of analyst (MDBA/A) as outlined in Volume I. The Maintenance MDBA/A works in Production Control. The Supply DBA works in ASD. Responsibilities include but are not limited to the following:

(1) Ensure data base integrity, system security, and that access granted to each user is consistent with their duties.

(a) Assign, modify, or delete user access privileges, passwords and SMQs.

(b) Add, modify, and delete SMQ requirements to the transaction security file. Ensure all Inquiry Functions are not SMQ restricted.

(2) Ensure the validity and reliability of the data base files.

(a) Run NTCSS Optimized IMA NALCOMIS dumper programs and system table reports to check the maintenance data base.

(b) Maintain table data by system table addition, update/delete.

(3) Update table files to redirect HCNs to a different printer if hardware problems occur.

- (4) Monitor and control the use of on-line batch reports, and release user requested on-line batch reports as required.
- (5) Troubleshoot user problems and submit TRs/CPs as required.
- (6) Keep the system and DBAs informed of the status and processing requirements for their functional area.
- (7) Have a working knowledge of the software configurations and capabilities for their functional area.
- (8) Maintain familiarity with the NTCSS Optimized IMA NALCOMIS equipment assigned in their functional area.
- (9) Ensure utility programs that pertain to both functional areas are coordinated to ensure the utilities are executed in both maintenance and supply areas.
- (10) Periodically hold formal in-service and informal training on NTCSS Optimized IMA NALCOMIS for functional users.
- (11) Develop and coordinate a contingency plan using SPAWARSYSCEN Contingency Manual as a guide, for NTCSS Optimized OMA NALCOMIS and NTCSS Optimized IMA NALCOMIS to be used in the event of a system failure or down time.

**NOTE: Specific Supply Functions: Monitor supply interface processing to ensure the accuracy of the NTCSS Optimized IMA data base as reflected against the local supply systems, for example, Rsupply. Perform utility programs (as required).**

#### 7.4.3 Functional User

The functional users are the main key entry personnel for data usage in NTCSS Optimized IMA NALCOMIS. They must protect their passwords/access to ensure data integrity.



## CHAPTER 8 - Intermediate Level Maintenance Data System Functions and Responsibilities

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## CHAPTER 8 - Intermediate Level Maintenance Data System Functions and Responsibilities

### 8.1 Production Control

a. Assigning Job Control Number. The JCN is a 9, 10, or 11 character number that serves as a base for MDR and Maintenance Control procedures. The JCN allows for separate identification of each maintenance action, and provides a link with maintenance actions performed by the IMA in support of an organization. The JCN is composed of four parts:

(1) Organization Code. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigns a JCN to a maintenance action. In the case of transient aircraft maintenance, the JCN will contain the organization code of the aircraft reporting custodian. When an activity is assigned more than one organization code, for example, separate codes assigned to Operations Department and AIMD, the organization code of the department directly responsible for O-level maintenance will be used in the JCN on all source documents for aircraft and equipment assigned to the activity. The general format structure of organization codes is in Appendix Q.

**NOTE:** All supported organization codes must reside in the NALCOMIS data base.

(2) Day. This is a three-character numeric code specifying the day of the year. The JCN day differs from the Julian date because the first position, identifying the year, is omitted. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which the work was actually started.

(3) Serial Number. The serial number is either a three character number that runs sequentially from 001 to 999, or a three character alphanumeric number. This number is normally assigned in sequence as new jobs are initiated, for example, 001, 002, 003. When 999 has been assigned, the next number in sequence will be 001. Alphanumeric serial numbers are used only when documenting inspections other than turnaround, daily, special, conditional, corrosion, acceptance, and transfer. Alphanumeric JCN structure will be as follows (exclusive of I- and O-):

LOOK	FIX
A00	A01 thru A99
thru	
Z00	Z01 thru Z99
to	
AA0	AA1 thru AA9 thru AAA thru AAZ
thru	
ZZ0	ZZ1 thru ZZ9 thru ZZA thru ZZZ

(4) Suffix. The JCN suffix is a structured alphabetic or alphanumeric code added to the basic JCN to identify a subassembly or sub-subassembly repair action performed independently of the major component repair. The suffix is used by IMAs only. Figures 8-1 and 8-2 contain a complete structure breakdown of a suffix within a suffix. The following listing is a breakdown of the double suffix logic:

<u>First</u> <u>Position</u>	<u>Second</u> <u>Position</u>	<u>Position Identification</u>
Alpha	Blank	A repairable subassembly which has repairable sub-subassemblies.
Alpha	Alpha	A repairable sub-subassembly removed from a repairable subassembly.
Numeric	Alpha	A repairable subassembly with no repairable sub-subassemblies.



(5) NALCOMIS provides automatic assignment of JCNs.

b. Work Center Workload Reports. Work Center Workload Report data is updated throughout the production day by using various on-line functions. The Workload Inquiry (Figure 8-3) provides effective control of maintenance by providing current status of all maintenance actions. These procedures provide the necessary management tools essential for real time management information on a continuing basis.

c. NALCOMIS MAF and NTCSS Optimized OMA NALCOMIS CM ALS records flow.

(1) Off-Equipment Work. When a non-RFI component is received at the AMSU, the following induction procedures will be followed:

(a) If AMSU personnel have the appropriate SMQ, induct the item by assigning a work priority. NALCOMIS will print two MAFs: one for Production Control and the second to accompany the component to the work center. NTCSS Optimized OMA NALCOMIS CM ALS record will be moved to an induction status.

(b) AMSU personnel who do not have the SMQ to assign a work priority will induct the component without a priority assigned. NALCOMIS creates the mailbox message, PC Approval Required and moves the NTCSS Optimized OMA NALCOMIS CM ALS record to Induction Status. Production Control approves the MAF by assigning a work priority and indicating approval. Two MAFs will be printed; one for Production Control and one to accompany the component to the appropriate work center.

**NOTE: The Production Control copy is for local use.**

(c) AMSU routes the component, with a MAF, to the work center.

(d) When directed by Production Control, the work center places the component IW.

(e) If the work center determines that repair parts are required the work center uses various on-line functions confirming the correct part data prior to ordering. Using the appropriate function, the work center will order the parts required. NALCOMIS provides Production Control with specific mailbox message identifying each MAF awaiting parts approval. For NTCSS Optimized OMA NALCOMIS, components or subcomponents that are removed and replaced will be documented in the CM task. Procedures are in the OMA-UG.

(f) Production Control will indicate approval by assigning a project code and issue priority code and NALCOMIS will automatically assign the proper sequenced DDSN for each approved part and produce required MAFs to support SRA turn-ins and work center updates. For NTCSS Optimized OMA NALCOMIS, components or subcomponents that are removed and replaced will be documented in the CM task. Procedures are in the OMA-UG/Online Help.

(g) If the DDSN local status code reflects nonavailability of the part requisitioned, the work center changes the MAF JS to WT (in transit to AWP locker) and routes the part with MAF to the AWP unit. The AWP unit performs receipt function that changes the MAF JS to WQ (Gear in AWP Work Center). For parts authorized to remain in shop, the same procedures apply.

(h) When all parts are received by the AWP unit, the MAF JS will be upgraded to WB (in transit from AWP unit to work center) via online functions.

(i) When the maintenance action is completed, the worker updates the JS to JC. NALCOMIS creates the mailbox message for "CDI Approval Required" or "QA Approval Required".

(j) Upon CDI or QA approval, NALCOMIS creates the "Supervisor Required" mailbox.

(k) When the MAF has been approved by the Work Center Supervisor, NALCOMIS creates the mailbox message, P/C Review.

(l) When Production Control approves the MAF, NALCOMIS prints two copies of the completed MAF. The first copy is routed with the component and the other one is retained by the work center for maintenance report verification. For NTCSS Optimized OMA NALCOMIS, ensure CM ALS records accurately reflect SERNO, CAGE, P/N, status, and configuration of the component.

**NOTE: If the component is a DIFM asset, NALCOMIS creates the mailbox message "Completed Repair Actions" once Production Control review function is complete.**

(m) AMSU or equivalent picks up the component from the work center and delivers the RFI/BCM component to the ASD with the completed MAF, AESR, MSR, ASR, EHR, or SRC card and RFI/BCM tag for disposition. DIFM return moves NTCSS Optimized OMA NALCOMIS CM ALS records to RFI, BCM, or out folder (as applicable).

(n) Upon Logs and Records review, NALCOMIS prints two copies of the completed MAF; one for Production Control's historical files for a minimum of 6 months and the second copy for the QA review. NALCOMIS creates the mailbox message "Data Analyst Review".

(o) Figure 8-4 shows NALCOMIS MAF Off-Equipment document flow.

**NOTES: 1. NALCOMIS generates configuration documents for updating engine AESR/MSR and associated records.**

**2. Requisition and turn-in procedures for ALSS/armament equipment and repair parts shall be per TYCOM guidelines (where applicable) or as established in this instruction. All ALSS/armament turn-ins will be delivered directly to the ALSS/armament pool. The NTCSS Optimized OMA NALCOMIS CM ALS records will be delivered electronically to the ALSS/Armament Equipment Branch. ALSS/armament equipment maintenance will be documented in CM task. CM inventory will accurately reflect the physical status.**

(2) The following is a sequence of events when one work center requires assistance from another work center. The MAF flow is as follows, for the control of work in the assisting work center:

(a) The primary work center generates a MAF using the Work Center Assist/Support MAF Initiation function.

(b) Production Control approves the assist MAF using the appropriate on-line function. NALCOMIS will produce (two) MAFs; one for the assisting work center and one for Production Control.

(c) When the assist MAF has been completed, a copy of the MAF will be provided to the primary work center.

(3) On-Equipment Work.

(a) Items inducted from O-level (On-equipment documentation flow (Figure 8-5)).

1) Production Control receives the equipment and a MAF from the originating activity for inspection/repair of SE and items for which the originating activity has IMRL reporting responsibility. Custody Code L items in user custody, which were checked out from the parent IMA, are to be processed as user reporting IMRL items for MAF flow during deployment. Look phase JCNs will be assigned for PM actions. When Production Control receives SE that is in NTCSS Optimized OMA NALCOMIS all maintenance will be documented using CM task. CM Inventory will accurately reflect physical status.

2) Production Control inducts the MAF into NALCOMIS. NALCOMIS prints two MAFs; one for customer receipt and the second is routed to the work center.

3) When corrective action and the MAF have been completed, Production Control retains a copy of the MAF. An additional MAF will accompany the item back to the originating activity.

**NOTE:** **Custody and maintenance history records received with O-level SE shall be maintained/updated by Production Control while the item is in a repair status. For NTCSS Optimized OMA NALCOMIS CM ALS records, SE will accurately reflect physical status using the CM Inventory update. CM Task has to be used to update NTCSS Optimized OMA NALCOMIS CM ALS records. Procedures are in the OMA-UG.**

(b) Maintenance actions originated by the I-level (Figure 8-5). IMAs will initiate MAFs for scheduled and unscheduled maintenance of I-level IMRL/SE, such as test benches, mobile facilities, and tow tractors. A MAF for each maintenance action is initiated with the following information:

- 1) TEC.
- 2) BUNO/SERNO.
- 3) Discrepancy (required).
- 4) Equipment status (required for level 1).
- 5) When Discovered Code (required).
- 6) JS (optional).
- 7) JS Date (optional).
- 8) JS Time (required if date entered).
- 9) Work Center (required).
- 10) Type Maintenance (required).
- 11) Maintenance level 1.
- 12) WUC (required and must be reside on the data base).
- 13) Work Priority (allowed with proper SMQ).
- 14) Meter (required if maintenance level equals 1).
- 15) System Reason (required).

**NOTE:** **Production Control will perform the above functions for WD Code O documents.**

(c) If Work PRI not assigned, NALCOMIS creates mailbox message "Production Control approval required". Production Control approves the MAF using the appropriate function and routes the MAF to the work center.

(d) When the maintenance action is completed, the worker updates the JS to JC. NALCOMIS creates the mailbox message for "CDI Approval Required" or "QA Approval Required":

1) Upon CDI or QA approval, NALCOMIS creates the "Supervisor Required" mailbox.

2) When the MAF has been approved by the work center supervisor, NALCOMIS creates the mailbox message "P/C Review".

(e) When Production Control reviews the MAF, NALCOMIS prints two copies of the completed MAF, one to be routed with the component. The second copy is retained by the work center for maintenance report verification.

(f) Upon Logs and Records Review NALCOMIS prints two copies of the completed MAF; one for Production Control's historical files for a minimum of 6 months and one for "QA Review". NALCOMIS creates mailbox message "Data Analyst Review".

(g) MAF flow within the Weapons Department for on-equipment maintenance of [AWSE](#) end items will be the same as the procedures discussed above, even though several of the maintenance functions, which are organized as separate entities in AIMD, may be combined organizationally into one in the Weapons Department. For example, Maintenance Control, the work center, and Material Control could exist as a single point in the Weapons Department, and the standard MAF flow procedure would still be used just as though these three entities had been geographically, rather than organizationally, collocated.

#### (4) MAF Filing Requirements

(a) A completed MAF shall be retained by Production Control as a historical file for a minimum of 6 months from completion date. This file will be arranged by JCN date and serial number sequence, and grouped by month of completion. Individual units have the option of establishing local files by work center as long as the above filing order is maintained. A temporary file may also contain those MAFs with a close out Action Taken Code of L or N.

(b) Completed engine MAFs shall be maintained in the engine historical file by engine type and serial number, in JCN sequence, for 6 months from the completion date on the engine induction MAF. The file shall contain the completed MAFs for repairs/inspections of the engine, engine test cell performance sheets, and all the completed local forms generated for pre-induction screening.

**NOTE: NALCOMIS IMAs with History Retrieval implemented, are not required to maintain paper historical MAF files.**

d. Controlling Awaiting Maintenance. Within space allocations, items [AWM](#) should be stored in a central location. If bins are available, the exact location of the AWM item may be marked on MAF to facilitate location by AMSU. Keeping AWM and AWP items out of the work centers and in a central location helps prevent damage to the items and may reduce indiscriminate, unauthorized, cannibalization. When centralized location of AWM items is not possible, due to space limitations, AWM items may be stored in the work centers.

e. Maintenance Reports. Maintenance reports are valuable tools available to the maintenance manager.

f. Interface Requirements. It must be remembered at all times that the IMAs primary mission is to support the operating activities. To achieve this, there must be a close liaison with supported activities and cognizant depot level activities.

(1) With the supported organizational maintenance activities, it is imperative that liaison in the following areas be maintained:

(a) Deployment schedules, for projecting [TAD](#). This should be part of the [MMP](#).

- (b) Power plant inductions, for scheduling purposes.
- (c) PME and SE inductions, for scheduling purposes.
- (d) SE licensing requirements, for O-level personnel.
- (e) NOAP requirements, aboard ship (Volume V, Chapter 4).
- (f) No defects, that is, Action Taken Code A on the MAF for maintenance actions from the O-level activities, to improve troubleshooting techniques and assist in decreasing wasted man-hours at the IMA.

(2) Inter IMA Support. Instances will occur where a repairable component, which is beyond the capability of the local maintenance activity, is shipped to an off-station IMA for repair and return. Refer to Volume I for supply procedures.

(a) Processing Defective Components for Shipment to an Off-station I-level for Repair and Return.

1) AMSU receives the defective component with a completed MAF with Action Taken Code D, condition tag, and associated records or NTCSS Optimized OMA NALCOMIS CM ALS records from the work center and forwards them to DCU.

2) DCU processes the component via the DIFM return function.

3) Supply ships the component with MAF, associated records, and DOD Single Line Item Release Receipt Document (DD 1348-1) per local supply procedures. NTCSS Optimized OMA NALCOMIS CM ALS records are transferred electronically to the UIC that the component is shipped to.

(b) Processing Defective Components from Off-station I-level for Repair and Return.

1) Supply receives the defective component with the D action MAF, associated records or NTCSS Optimized OMA NALCOMIS CM ALS records, and DOD Single Line Item Release Receipt Document (DD 1348-1) per local supply procedures.

2) Supply delivers the defective component, MAF, and associated records or NTCSS Optimized OMA NALCOMIS CM ALS records to AMSU.

3) AMSU inducts the MAF, fills in the Repair and Return, and the Owed Org field.

4) AMSU receives the component with a completed MAF, and associated records or NTCSS Optimized OMA NALCOMIS CM ALS records from the work center or production control.

5) The CCS receives the component from AMSU and processes it to the originating I-level via the DIFM return function.

6) Supply ships the component with MAF, associated records, and DOD Single Line Item Release Receipt Document (DD 1348-1) per local supply procedures. NTCSS Optimized OMA NALCOMIS CM ALS records are transferred electronically to the UIC that the component is shipped to.

(c) Processing Component Returned from an Off-station I-level as a Result of a Previous Local BCM Action.

1) Supply receives component, MAF, associated records, or NTCSS Optimized OMA NALCOMIS CM ALS records and DOD Single Line Item Release Receipt Document (DD 1348-1) per local supply procedures.

2) Supply delivers RFI component and records or NTCSS Optimized OMA NALCOMIS CM ALS records to the customer. Non-RFI components received are processed per local procedures.

**NOTE:** Components shipped as RFI but without an RFI tag will be inducted into the IMA for check and test. The CCS will initiate the work request using a supply JCN via on-line functions.

## 8.2 Production Division Officer's Responsibilities

a. In addition to the functions of naval officers in U.S. Navy Regulations, each division officer shall comply with the following paragraphs.

b. Maintenance Reports. All division officers shall become knowledgeable of and familiar with maintenance reports concerning their division.

c. Division officers shall develop an understanding of NALCOMIS and NTCSS Optimized OMA NALCOMIS concepts and applications to management and MIS requirements.

## 8.3 Work Center Supervisors

a. Introduction. If successful accomplishment of assigned tasks of the IMA could be attributed to any one group of personnel, it would be the work center supervisors. Diligent supervision at the work center level includes rigidly adhering to the procedures and policies established by this instruction. To ensure the accomplishment of all assigned work, maximum efficiency must be obtained and maintained in the use of manpower, material, and facilities. This is most easily done within the work center by using the systems and programs in this chapter.

b. Communication. The primary job of the work center is to be responsive to the hour-by-hour maintenance situation. This requires constant communications between the work center and Production Control. To assist Production Control in keeping abreast of the maintenance situation, the Work Center Supervisor must keep Production Control constantly notified of the following:

- (1) Bench/test equipment status.
- (2) Availability of skills (personnel).
- (3) Changes in status of assigned maintenance, for example, in work to AWM and in work to AWP.
- (4) Anything which may affect the ability of the work center to maintain the systems assigned.

c. Machine Reports. This paragraph outlines the daily and monthly NALCOMIS and MDRs which the Work Center Supervisor uses on a regular basis. They are:

- (1) NALCOMIS Reports:

(a) The Work Center Workload Report is the NALCOMIS VIDS board. The report is a valuable validation tool. The report lists all outstanding discrepancies not signed off by Production Control for each work center as of the selected end date and time of the report.



(b) The Equipment Discrepancy Report lists the serial number and the type equipment code of all pieces of [SE](#), engines, or both that currently have outstanding [MAFs](#).

(c) The Due In From Maintenance Report is used to validate components in the repair cycle, monitor job status, explore cannibalization/transpose possibilities, monitor supply status for AWP requirements, monitor repair and return assets (both incoming and outgoing).

(d) The Daily Production Report - Part 1 lists all completed maintenance actions signed off by Production Control, within the user-entered begin and end date range, within a work center. These maintenance actions are totaled by priority, transaction codes, and action taken codes. This is simply a record of what was completed during the report time span. The Daily Production Report - Part 2 provides a count of all maintenance actions accomplished from the begin date/time to the end date/time as selected by the user.

(2) [VIDS/MAF COPY 1 DAR](#). This report is designed for the Work Center Supervisor to validate the MAF submissions from the previous day.

(3) Monthly Production Report (MDR-2). This report is a summation, by work center, of all maintenance actions, [TD](#) compliances, and data entered in the FAILED REQUIRED MATERIAL field of the MAF.

**NOTE:** A complete listing of all [MDRs](#) and selected [NALCOMIS](#) reports available, including their uses and detailed instructions on those reports, is in [Chapter 3](#).

d. Data Accuracy. Throughout the [MDS](#), accurate documentation must be stressed. Each uncorrected erroneous document results in a loss of effectiveness of the data and of the system. The importance of complete and accurate data is further emphasized when Navy-wide use of these data are considered. Work center supervisors, with the assistance of the analyst, shall strive at all times for absolute accuracy. DARs should be verified daily, corrections annotated, and returned to the analyst who will resubmit the corrected data via on-line functions.

e. The Work Center Workload Report is updated throughout the production day by using various on-line functions. The Workload Inquiry provides effective control of maintenance by providing current status of all maintenance actions. These procedures provide the necessary management tools essential for real time management information on a continuing basis. The Production Control supervisor shall establish a schedule and ensure all work centers verify their work center workload reports against the actual component and status inducted to their work center on a daily basis.

f. [NALCOMIS](#) Automated Procedures

(1) The work center receives the MAF with the non-[RFI](#) component. MAF data is maintained and updated on a continuing basis through on-line functions. When the maintenance action and MAF have been completed and the component is [RFI](#) or determined to be in a [BCM](#) condition, attach the hard copy of a Serviceable Tag - Materiel (DD 1574) or Materiel Unserviceable (Reparable) (DD 1577-2) ([Figure 8-6](#)) to the component inside the shipping container. This tag remains attached to the component until the component is used or destroyed. A MAF and a flimsy copy of the Material Condition Tag, serviceable label or unserviceable label are attached to the outside of the shipping container. A MAF is placed in a temporary file at the work center pending verification against the DAR.

(2) [Chapter 9](#) lists procedures for documenting maintenance of [SE](#). [Figure 8-5](#) shows the MAF flow for SE end items through the maintenance cycle.

**NOTE:** MAF flow within the Weapons Department for on equipment maintenance of [AWSE](#) end items may vary from the illustration because several maintenance functions, which are organized as separate entities in the [AIMD](#), may be combined organizationally into one in the Weapons

**Department. For example, Production Control, work center, and Material Control could exist as a single point in the organization.**

(3) The supervisor's name in the supervisor field signifies completion of the maintenance action, verification that tool control inventories were conducted at the proper intervals, the component was adequately preserved and secured for routing to the AMSU, documentation is correct, and QA measures were adhered to.

(4) After verifying the work center's MAF with the VIDS/MAF Copy 1 DAR, the MAF may be retained or destroyed, as desired.

(5) Complete details on MAF documentation are in Chapter 9.

g. Material Requisitioning

(1) The Work Center Supervisor must ensure that work center personnel know the procedures for ordering parts to repair WRAs and SRAs.

(2) If the work center determines that repair parts are required, the work center uses various on-line functions confirming the correct part data prior to ordering. Using the appropriate function, the work center will order the parts required. NALCOMIS provides Production Control with specific mailbox message identifying each MAF awaiting parts approval.

(3) Production Control will indicate approval by assigning a project code and issue priority code. NALCOMIS will automatically assign the proper sequenced DDSN for each approved part and produce required MAFs to support SRA turn-ins and work center updates.

(4) If the item is not available within 24 hours, or the DDSN local status code reflects nonavailability of the part requisitioned, the work center changes the MAF JS to WT (in transit to AWP locker) and routes the part with MAF to the AWP unit. The AWP unit performs receipt function that changes the MAF JS to WQ (Gear in AWP Work Center). For parts authorized to remain in shop, the same procedures apply. Production Control is notified of the status change via NALCOMIS.

(5) If a repairable SRA is requisitioned, the DDSN assigned by NALCOMIS becomes the turn-in document number on the MAF initiated by the work center for that SRA. NALCOMIS issues a suffix JCN from the original JCN and the work center packages and preserves the SRA for induction into the repair activity having cognizance.

(6) When all parts are received by the AWP unit, the MAF JS will be upgraded to WB (in transit from AWP unit to work center) via online functions. The component and parts are delivered to the work center.

(7) A component may go through the AWM, in work, and AWP process many times before being RFI or it is determined that the item must be shipped to another activity for repair. If so, ensure the above steps are taken each time the status of the component changes.

(8) When the decision is made to process the WRA for BCM-4 action, the following steps are taken:

(a) Notify Production Control of the status change from AWP to in work.

(b) Ensure all SRAs are installed and secured, and all documentation is provided for any missing SRAs.



(c) Preserve for off-station processing.

(d) Complete MAF documentation and notify Production Control of the status change from in work to BCM-4 via local procedures.

**NOTE:** Chapter 9 lists detailed documentation procedures.

h. High usage piece parts are available in the PEB. The Work Center Supervisor must be familiar with PEB operations. Although stocking of PEBs is the responsibility of the ASD, the inputs for stocking will originate at the work center. The ASD will stock only those items which, among other things, show a high usage. To ensure the required parts are stocked in the PEB, the Work Center Supervisor shall:

(1) Ensure all piece parts usage is properly accounted for, and if the piece part contributed to the failure, documented in the FAILED/REQUIRED MATERIALS field of the MAF.

(2) Ensure parts which are normally stocked in the PEB, but are at a low level, are reordered promptly by the ASD per local procedures.

(3) Periodically review the work center's PEB requirements and compare them against actual PEB stocking levels.

i. Tool Control in the Work Center. The following lists work center supervisor's responsibilities:

(1) Upon task assignment, note the tool container number in NALCOMIS using the appropriate function. A sight inventory shall be conducted by the technician prior to commencement of each task and all shortages shall be noted on the toolbox inventory card. Every measure must be taken to ensure missing tools do not become a cause of FOD. Inventories shall also be conducted at shift change, when a work stoppage occurs, after maintenance has been completed, and before conducting an operational systems check on the equipment.

**NOTE:** The above procedures are mandatory only in power plants, ALSS, AWSE, and SE Division (900) work centers. For all other work centers, these procedures may be omitted except for the shift change inventory.

(2) After maintenance has been completed, and before an operational systems check on the equipment, the inspection process shall once more be performed.

(3) When all tools are accounted for, and all maintenance actions have been completed, the work center supervisor approves the MAF signifying that maintenance has been completed and that all tools have been accounted for.

**NOTE:** The above procedure applies only to the power plants, ALSS, AWSE, and SE Division (900) work centers. For all other work centers, the supervisor's name signifies that the unit or component repaired was inspected and found to be free of any foreign objects which might later be the source of equipment/engine damage.

(4) If any tool is missing at any one of the above stages, an immediate search shall be conducted prior to reporting the work completed or signing off the MAF. If the tool cannot be located, immediately notify Production Control. Production Control will notify the MO or acting MO.

(5) If the tool cannot be located after the MO's directed search, the person doing the investigation shall enter their name and the statement in the Corrective Action field of the MAF that a lost tool investigation was conducted and the tool could not be found. Subsequently, the normal MAF completion process shall be followed.

- (6) **CDIs** shall assist the Work Center Supervisor in complying with the Tool Control Program.

#### 8.4 Maintenance Information Systems

a. NALCOMIS Procedures. The Workload Inquiry and reports provide Production Control work centers with a display of SE end items and components being repaired. This allows Production Control to manage the workload in a selected work center. The **IRIL** board (**Figure 8-7**) or **SESS** shall be used by **IMAs** as a tool for inventory management of assigned SE. The IRIL board provides a display of SE assigned to the SE Division for management. IRIL boards shall be arranged by **TEC**.

b. IRIL Procedures. The acceptable methods of displaying IRIL information are **VIDS 1** and **SESS**.

(1) **VIDS 1** is composed of IRIL boards. The IRIL board may be used by **I-level** activities as a tool for inventory management of assigned **SE** (**Figure 8-7**). This board provides a graphic display of SE assigned to the SE division for management. IRIL boards shall be arranged by **TEC**.

(2) Inventory. The SE inventory shall be displayed on the IRIL board using locally produced indicator strips annotated with **TEC**, model, and serial number. Locator tabs, either color coded or indexed, shall be used to indicate physical location. Processed SE Transaction Reports (OPNAV 4790/64) may be used on the IRIL board to display location/**custody** information.

(3) Locator Tab. An example of this locator tab is shown in **Figure 8-8**. This locally produced card is color coded or indexed to indicate the activity that has subcustody of the equipment and its physical location. The tab will be placed on the IRIL board to the right of the inventory card for the equipment being issued.

c. **SESS** and **NALCOMIS**. **SESS** is a microcomputer-based asset control system. **SESS** does not provide a method to control production and show current job status (IN WORK, AWP, AWM). **SESS** provides automated methods for:

- (1) Inventory tracking and reporting.
- (2) **PM** scheduling.
- (3) **TD** accounting.
- (4) Subcustody management.
- (5) Accurate and timely reports.

**NOTES: 1. SESS and NALCOMIS must be used concurrently for proper management.**

**2. For further details on SESS refer to the SESS Users Guide.**

d. Historical Files. A completed copy of a noninspection MAF shall be filed by **Production Control** for a minimum of 6 months from the completed date. MAFs, in support of PM inspections, will be maintained for 6 months or one complete inspection cycle whichever is greater. This file will be arranged in sequence of equipment nomenclature, **SERNO**, and **JCN**, that is JCN within SERNO within nomenclature. These files and all outstanding discrepancy MAFs shall accompany SE that is transferred or temporarily loaned to another activity.

**NOTE: NALCOMIS IMAs with History Retrieval implemented will store completed MAF data in the NALCOMIS data base for 6 months from completion date, and documents in support of PM inspections will be stored for 6 months or one complete inspection cycle, whichever is greater. Anytime a NALCOMIS IMA with History Retrieval transfers or temporarily loans SE to**

another activity, the transferring activity shall produce a NALCOMIS IMA ad hoc SE Transfer Report (Figure 8-9) and send it to the receiving activity.

## 8.5 VIDS Operation

a. VIDS Board. Effective control of maintenance is dependent on the availability of easily identifiable status of all maintenance resources. The most efficient method of quick reference to most of those resources for activities not supported by NALCOMIS IMA is use of the VIDS board. The VIDS board is a management tool that provides the visual display of essential information, for example, component repair status (In Work, AWM, and AWP), on a continuing basis on all the components within the production area. The ability to review the overall situation and determine what resources are available lets the Production Control Officer, or supervisor carry out duties more effectively and efficiently. Activities experiencing NALCOMIS IMA downtime in excess of 5 working days may also find using the VIDS board a beneficial contingency option.

b. VIDS Board Layout (Figure 8-10). Actual display techniques may vary to meet local requirements; however, the following items are considered essential to the Production Control effort and must be displayed.

Column 1 - WC & EQUIP. List the work centers and the equipment repaired by each work center by P/N or WUC.

Column 2 - SE. Use an orange signal tab to indicate test benches or equipment inoperable, or a yellow tab to indicate partial capability.

Column 3 - QTY. Enter the quantity of a particular P/N or WUC capable of being worked on at any one time.

Column 4 - LRCA LIMITS HI/LOW. Enter the maximum allowable LRCAs due to fixed allowances under the "HI" column and the low LRCA level under the "LOW" column.

Column 5 - PRI. Display the workload priority by using colored tabs. Tabs may also be placed over each individual VIDS/MAF. The use of different colored signal tabs are as follows:

Green - LRCA is pool critical.

Blue - LRCA is pool zero.

Red - EXREP.

Column 6 - AWM. Display those items that are AWM.

Column 7 - IN WORK. Display those items that are being repaired.

Column 8 - AWP. Display those items that are AWP.

Column 9 - COMPLETED. This column is optional but may be used to temporarily store VIDS/MAF Copy 3 from the time a work center reports an item RFI or BCM until VIDS/MAF Copy 1 is returned to Production Control. VIDS/MAF Copy 3 then may be removed and stored in another location, after verifying it with VIDS/MAF Copy 1, until VIDS/MAF Copy 1 returns from data entry.

c. VIDS Board Verification. The Production Control Supervisor shall establish a schedule to ensure all work center VIDS boards are verified with the Production Control VIDS board and discrepancies resolved at least daily. AWP component repair status shall be validated at least weekly.

d. VIDS/MAF Flow; Off-Equipment Work

(1) The following describes the sequence of events that occur from the time a component leaves the AMSU until it is made RFI or declared BCM (Figure 8-11).

(a) When VIDS/MAF Copy 3 is delivered to Production Control by AMSU, the following blocks are already filled in by the originating activity and screened by the AMSU: A08, A11, A14, A22, A48, A52, A58, A59, A60 (if applicable), B08, E08, E13, E23, E38, E42, E47, and E52 (if applicable), DISCREPANCY, PILOT/INITIATOR, and TURN-IN Document.

(b) Production Control fills in block A19 and puts VIDS/MAF Copy 3 on the VIDS board in the AWM column under the work center by P/N or WUC.

(c) When notified by Production Control, AMSU routes the component with VIDS/MAF Copies 1, 4, and 5 to the work center.

(d) When told by Production Control, the work center puts the component in work. Production Control annotates block B19 with the Julian date and moves VIDS/MAF Copy 3 to the in work column of the board.

(e) If the work center determines repair parts are required, they notify Production Control. Production Control assigns the project code and supply priority and annotates VIDS/MAF Copy 3 with an S in block B53 indicating the component is entering a supply status and the Julian date in block B54 indicating the date that supply transmitted the requisition document. After entering the appropriate information in the H through Z blocks, VIDS/MAF Copy 3 is moved to the AWP column of the VIDS board.

(f) After notification that repair parts are not available locally or when status is not received after 24 hours, the work center routes the component with VIDS/MAF Copies 1 and 4 to the AWP unit. VIDS/MAF Copy 5 remains on the work center VIDS board in the AWP column.

(g) When notified by the AWP unit that all parts have been received, Production Control enters an M in block B65 indicating the component is back in a maintenance status, the Julian date in block B66, and moves VIDS/MAF Copy 3 to the AWM or In Work column of the VIDS board, whichever applies at the time.

**NOTE: This procedure, steps (e) through (g), may be repeated many times before the component leaves the IMA.**

(h) When the work center completes all maintenance actions, they notify Production Control of the status; RFI or BCM. Production Control enters the completed Julian date in block B30 and moves VIDS/MAF Copy 3 to a temporary file, such as the completed column of the VIDS board.

(i) AMSU, or equivalent, picks up the component from the work center, delivers the completed VIDS/MAF Copy 1 to Production Control, returns the RFI or BCM component, with appropriate logs and records, for example, AESR or SRC Card, to the Supply Support Center, along with VIDS/MAF Copy 4.

(j) Production Control verifies VIDS/MAF Copy 3 with the completed Copy 1 and records any information deemed necessary on the Copy 3, for example, action taken and malfunction code.

(k) Production Control forwards VIDS/MAF Copy 1 to the analyst for data entry or NALCOMIS backfit and puts Copy 3 in a temporary file other than the completed column of the VIDS board.

(l) Upon return of VIDS/MAF Copy 1 from the analyst, Production Control files it in the historical files and destroys VIDS/MAF Copy 3. If a Ship's Maintenance Action Form (OPNAV 4790/2K) is attached

to the VIDS/MAF, annotate the completion date of the VIDS/MAF in the OPNAV 4790/2K discrepancy block, remove, and file in the historical file. [Figure 8-11](#) depicts off-equipment VIDS/MAF flow throughout the maintenance cycle.

**NOTE: Requisition and turn-in procedures for ALSS assemblies and repair parts shall be per NALCOMIS guidelines (where applicable) or as established in this instruction. All ALSS turn-ins will be delivered directly to the ALSS pool.**

(2) The following is a sequence of events when one work center requires assistance from another work center. The VIDS/MAF flow for the control of work in the assisting work center is as follows:

(a) The primary work center generates a VIDS/MAF using [WD Code V](#) and processes it through Production Control along with the part requiring repair.

(b) Production Control assigns the work priority and attaches the assist VIDS/MAF Copy 2 to the basic VIDS/MAF Copy 3 for which assistance was requested. Assist VIDS/MAF Copy 3 is placed on the Production Control VIDS board, under the assisting work center.

(c) Assist VIDS/MAF Copies 1, 4, and 5 are routed with the part and all required material to the assisting work center for processing. When the process has been completed by the assisting work center, assist VIDS/MAF Copies 1 and 4 are forwarded with the part to Production Control, and Copy 5 is retained for [MDS](#) validation by the work center.

(d) Production Control clears applicable VIDS boards of assist VIDS/MAF Copies 2 and 3 and forwards Copy 1 to [QA](#). VIDS/MAF Copy 3 is held in the suspense file until Copy 1 is returned from data entry. VIDS/MAF Copy 2 is destroyed and Copy 4 is sent with the part back to the work center that requested the assistance.

## SUFFIX LOGIC TABLE

DOES THE REPAIRABLE SUBASSEMBLY HAVE REPAIRABLE SUB-SUBASSEMBLIES?

IF NO, ASSIGN:  
(Note 1)IF YES, ASSIGN:  
(Note 1)SUFFIX ASSIGNED TO SUB-SUBASSEMBLIES?  
(Note 1)

1A	A →	AA, AB, AC,	AZ (24 total)
1B	B →	BA, BB, BC	BZ (24total)
1C	C →	CA, CB, CC	CZ (24 total)
.	D →	DA, DB, DC,	DZ
.	E →	EA, EB, EC,	EZ (Note 2)
.	F	FA, FB, FC,	FZ
.	G	GA, GB, GC	GZ
.	H ←		
.	J		
.	K		
.	L		
.	.		
.	.		
.	.		
.	.		
.	.		
.	.		
.	.		
.	.		
2A	.		
2B	.		
.	.		
.	.		
.	.		
.	.		
.	.		
9A	.		
.	.		
.	.		
.	.		
9Z	Z		
(216 total)	(24 total)		(576 total)

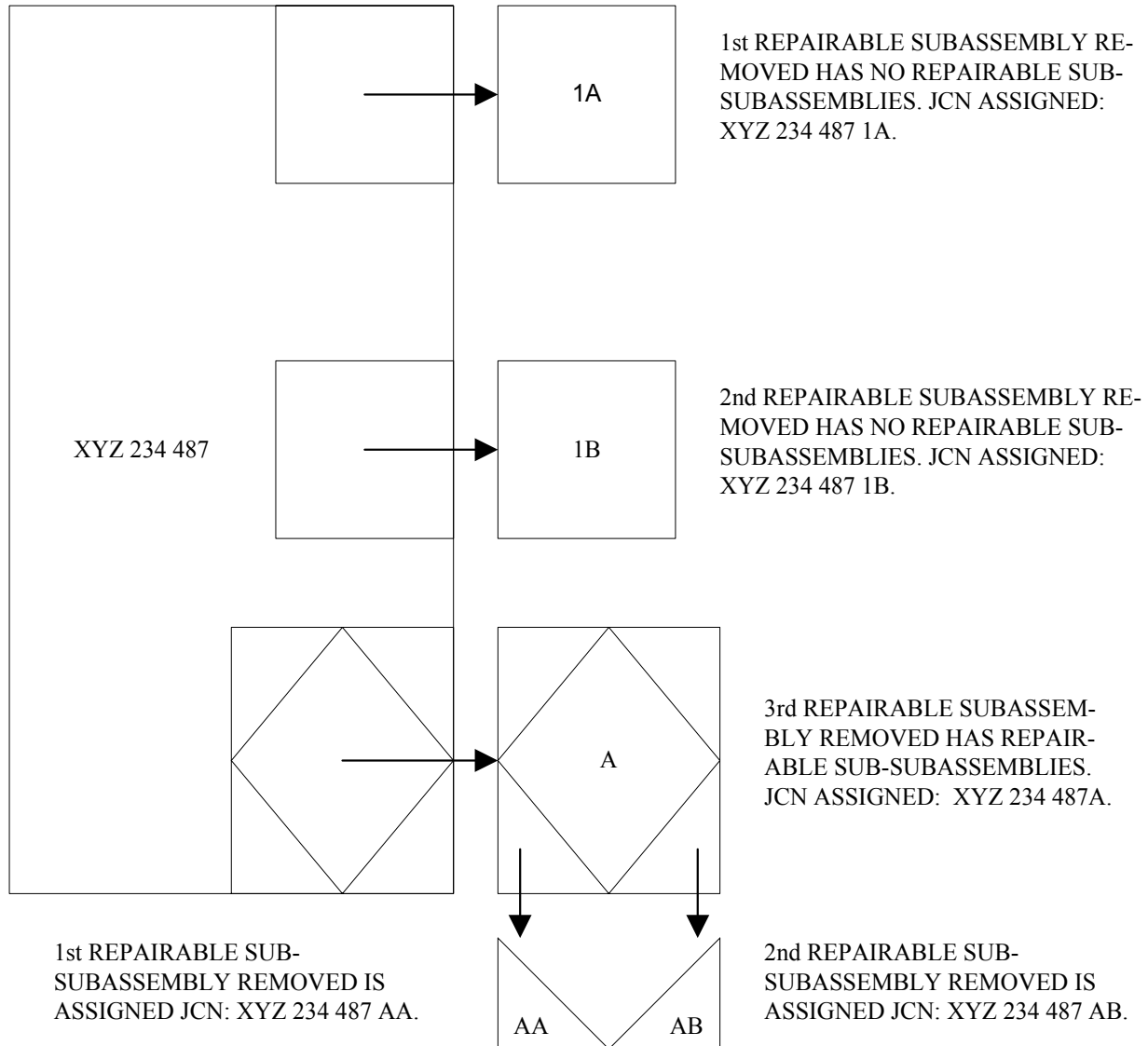
## NOTES

1. Alphabetic I and O are not used. Numeric 1 is used, but 0 is not.
2. If more than 24 double suffix JCNs are required, use suffixes from the next available suffix letter. For example, if suffix letters A through G have been used and more suffixes are required for JCNs with suffixes beginning with E, the next available letter, H, would be used. Continue JCN assignment with HA, HB, HV, and so on.

Figure 8-1: JCN Suffix Logic Table

EXAMPLE OF JCN SUFFIX SELECTION

REPAIRABLE COMPONENT REMOVED AND REPAIRED ON JCN XYZ 234 487.



THE NEXT REPAIRABLE SUBASSEMBLY REMOVED HAVING NO REPAIRABLE SUBSUBASSEMBLIES WOULD BE ASSIGNED JCN XYZ 234 487 1C.

THE NEXT REPAIRABLE SUBASSEMBLY REMOVED HAVING REPAIRABLE SUBSUBASSEMBLIES WOULD BE ASSIGNED JCN XYZ 234 487 B.

Figure 8-2: Example of JCN Suffix Selection





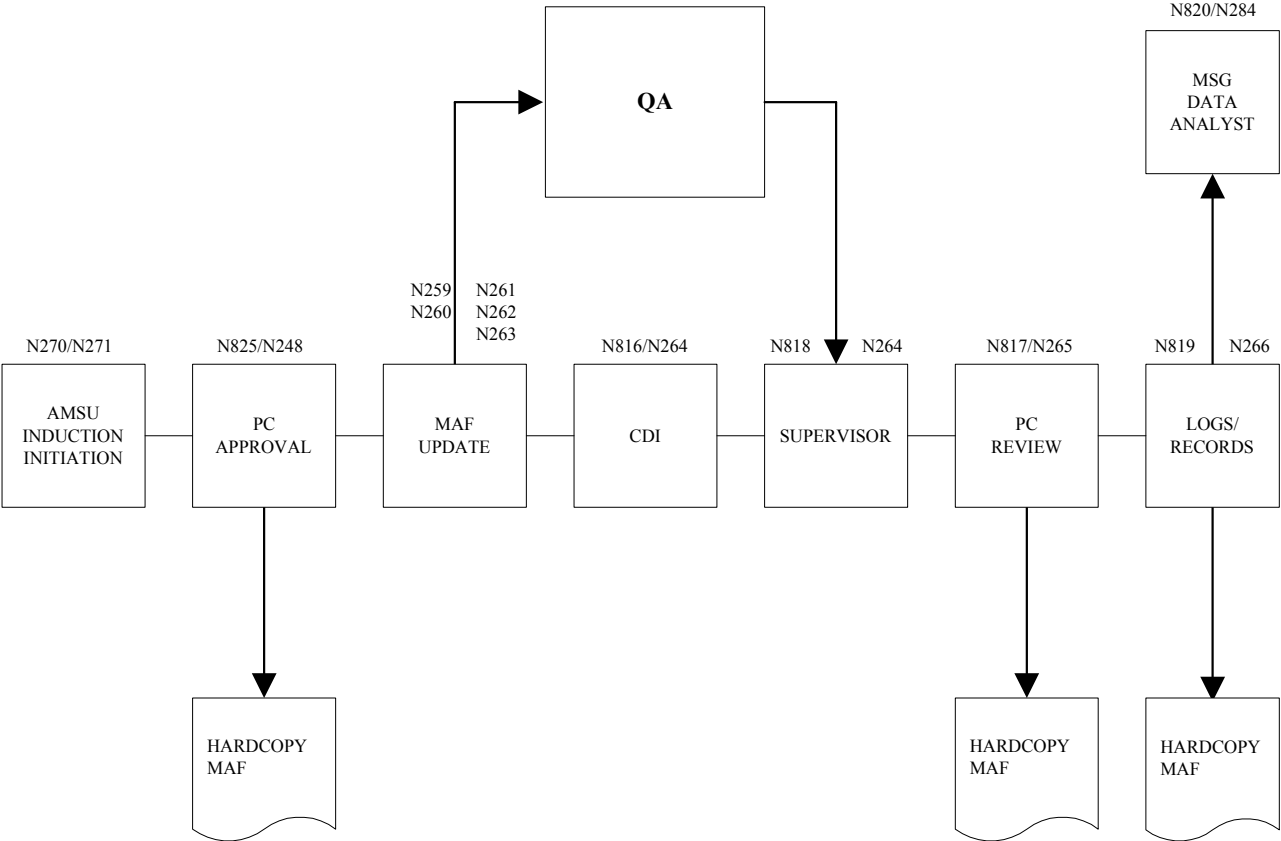


Figure 8-4: Off-Equipment Documentation Flow

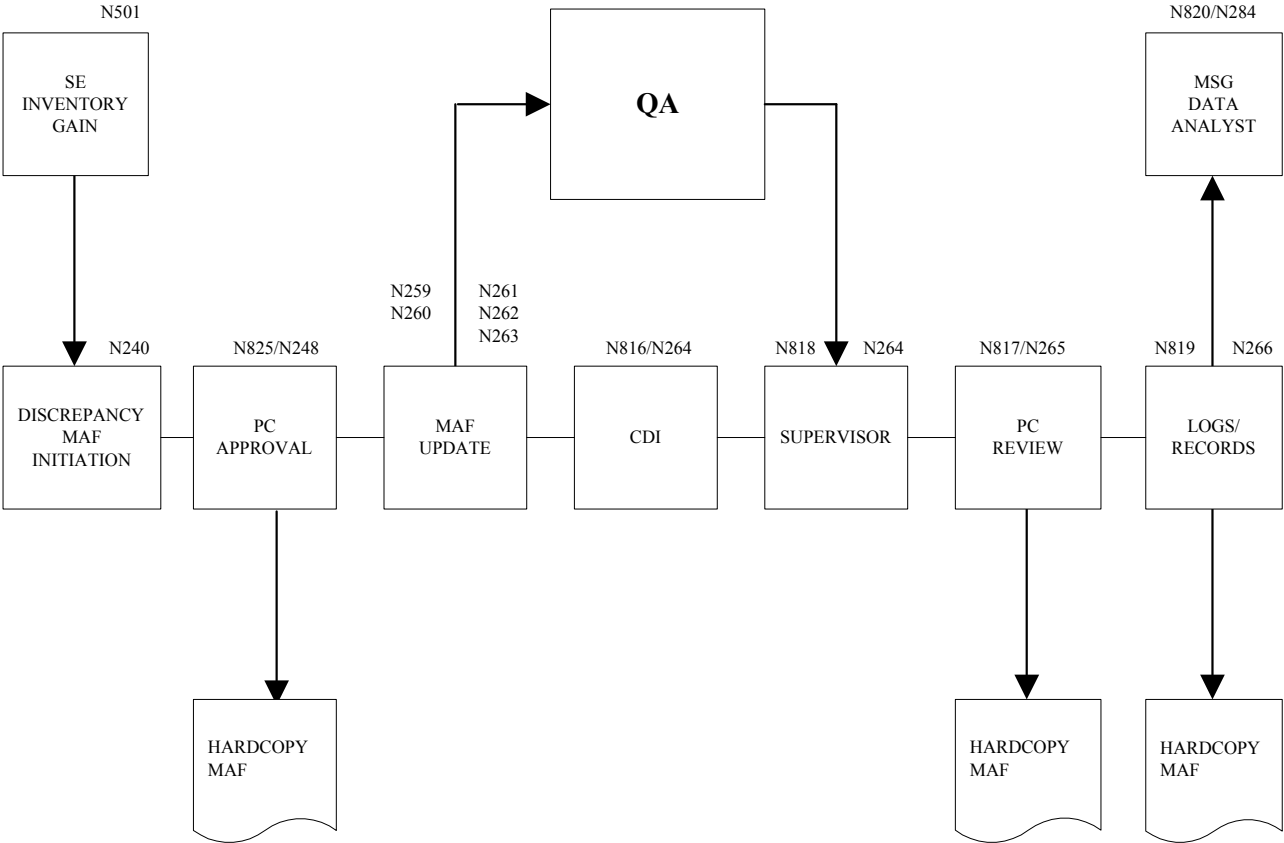


Figure 8-5: On-Equipment Work Initiated by I-level Documentation Flow

<b>WARNING:</b> Unauthorized persons removing defacing, or destroying this tag may be subject to a fine of not more than \$1,000 or imprisonment for not more than one year or both. (18USC 1361)	FSN, PART NO. AND ITEM DESCRIPTION  <b>7RH 1560-00-123-4567PF</b> <b>215-04123-1</b> <b>VALVE</b>		<b>UNSERVICEABLE (REPARABLE)</b> <b>TAG-MATERIEL</b>	
			INSPECTION ACTIVITY <b>A9B</b>	CONDITION CODE <b>F</b>
			REASON FOR REPARABLE CONDITION <b>BCM-1</b>	
			REMOVED FROM	
	SERIAL NUMBER/LOT NUMBER <b>0123</b>	UNIT OF ISSUE <b>EA</b>	INSPECTOR'S NAME OR STAMP AND DATE <b>SSGT GOTT 96285</b>	
	CONTRACT OR PURCHASE ORDER NO.	QUANTITY <b>1</b>		
REMARKS <b>AAFF</b> <b>PD4-123-456</b>				

DD Form 1577-2 (10/66) S/N 0102-LF-016-0000

Figure 8-6: Unserviceable Label-Materiel (DD Form 1577-2)

ISSUE/RECEIPT INVENTORY AND LOCATOR									
1	2	1	2	1	2	1	2	1	2
I N V E N T O R Y  C A R D	L O C A T O R  T A B	I N V E N T O R Y  C A R D	L O C A T O R  T A B	I N V E N T O R Y  C A R D	L O C A T O R  T A B	I N V E N T O R Y  C A R D	L O C A T O R  T A B	I N V E N T O R Y  C A R D	L O C A T O R  T A B

**NOTE:** This board will be used for issue/receipt inventory and locator only.

Figure 8-7: IRIL Board

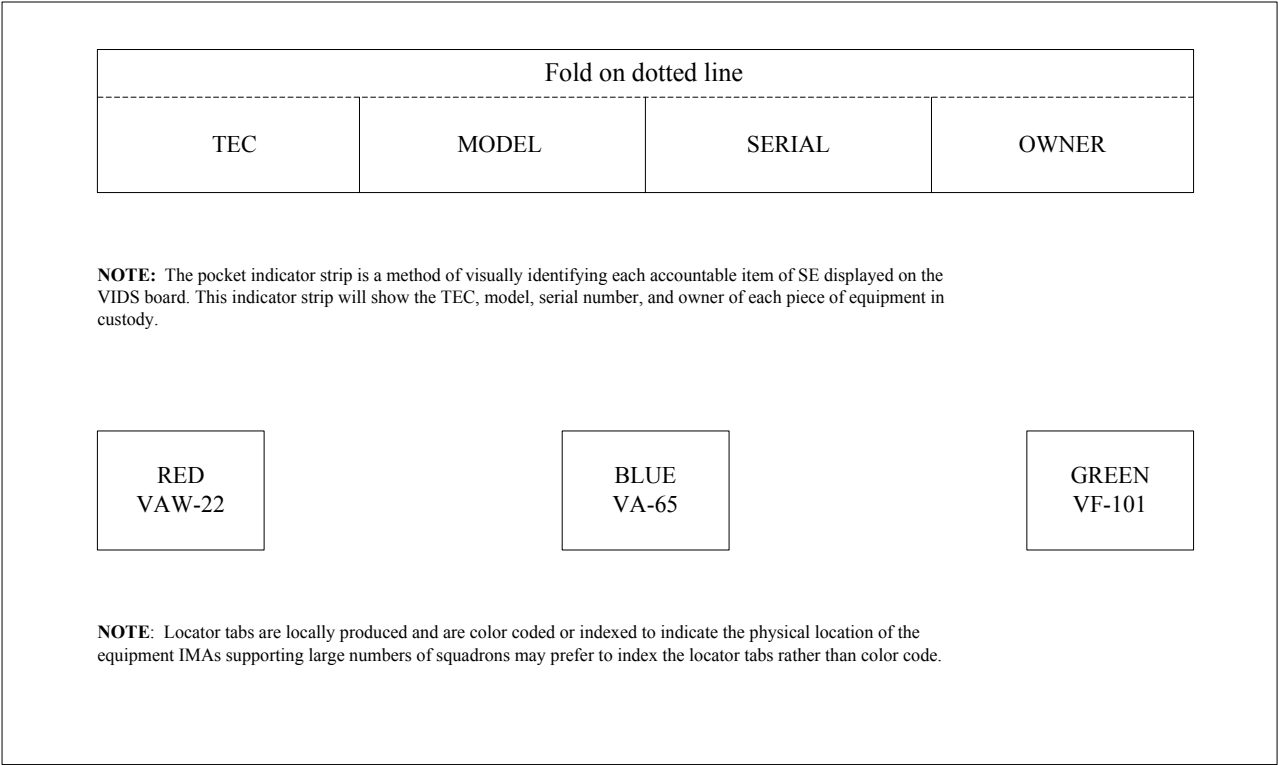


Figure 8-8: Pocket Indicator Strips and Locator Tabs

SE Transfer Report Part I SERNO 5MH259															
TEC = "GPC7" AND BUONO/SERNO = "5MH259" AND COMPLETION DATE BETWEEN "09/01/1997" AND "08/31/1997"															
MCN	JCN	W/C	SYSTEM REASON	WUC	CD	MI	WD	TM	AT	MAL	IP	MAN HRS	EMT HRS	SE METER	COMP DATE
C9CA88	C9C094011	980	T/T	23BX400	11	1	C	B	C	320	1	0.7	0.7	A0000	97094
C9CAE9	C9C100A00	950	TT259 14 DAY	030000A	11	1	O	P	0	000	1	2.0	1.0	M0000	97101
C9CATY1	C9C114A00	950	TT259 PM	030000A	11	1	O	P	0	000	1	8.0	4.0	M0000	97115

SE Transfer Report Part 2 SERNO 5MH259														
TEC = "GPC7" AND BUONO/SERNO = "5MH259" AND COMPLETION DATE BETWEEN "09/01/1997" AND "08/31/1997"														
MCN	WORKER SIGN	QA/CDI SIGN	SUPER SIGN	DISCREPANCY	CORR ACTION									
C9CA88	CTFOX	REBROWN	DIRABCHENIK	UNIT HAS NO BRAKES	BIED AIR FROM COMPRESSOR									
C9CAE9	B EVANS	LGGRANADOS	LGGRANADOS	C/W 14 DAY STEERING GEARBOX	C/W 14 DAY TORQUE STEERING GE									
C9CATY1	B EVANS	LGGRANADOS	LGGRANADOS	C/W 14 DAY STEERING GEARBOX	C/W 14 DAY STEERING GEARBOX T									

SE Transfer Report Part 3 SERNO 5MH259														
TEC = "GPC7" AND BUONO/SERNO = "5MH259" AND TRANS CD = "23" AND COMPLETION DATE BETWEEN "09/01/1997" AND "08/31/1997"														
MCN	JCN	W/C	SYSTEM REASON	AT	MAL	REMOV CAGE	REMOV P/N	REMOV SERNO	INSTALL CAGE	INSTALL P/N	INSTALL SERNO			
C9CBO88	C9C137004	980	FLAT TIRE	R	787	96906	GPC7/750X1	0	96906	GPC7/750X1	0			
C9C8A28	C9C147003	910	TIRE WORN	R	787	29510	HA1321	0	29510	HA1321	0			
C9CCVY1	C9C165018	980	R/F TIRE	R	787	29510	HA1321	0	29510	HA1321	0			

SE Transfer Report Part 4 SERNO 5MH259														
TEC = "GPC7" AND BUONO/SERNO = "5MH259" AND (TRANS CD = "12" OR TRANS CODE = "12" AND COMPLETION DATE BETWEEN "09/01/1997" AND "08/31/1997"														
MCN	JCN	W/C	SYSTEM REASON	WUC	F/P IND	AT	MAL	CAGE	FAILED P/N	QTY	ORD DATE	DDSN	RCPT DATE	
C9CBO88	C9C137004	980	FLAT TIRE	23BX330				96906	GPC7/750X16-IN	1	97137			
C9C8A28	C9C147003	910	TIRE WORN	23BX900				29510	HA1321	1	97147			
C9CCVY1	C9C165018	980	R/F TIRE	23BX900				29510	HA1321	1	97165			

SE Transfer Report Part 5 SERNO 5MH259														
TEC = "GPC7" AND BUONO/SERNO = "5MH259" AND TRANS CD = "41" AND COMPLETION DATE BETWEEN "09/01/1997" AND "08/31/1997"														
MCN	JCN	W/C	TD INT	TD CODE	TD BASIC	TD REV	TD AM	TD PART	TD KIT					
C9CSS75	C9C311111	910		62	4124				A1					

Figure 8-9: SE Transfer Report (Sample)

(1) WC & EQUIP	(2) SE	(3) QTY	(4) LRCA LIMITS		(5) P R I	(6) AWM	(7) IN WORK	(8) AWP	(9) COMPLETED
			HI	LOW					
610									
6217100									
62172									
6528100									
620									
7343100									
7351100									
640									
76240									
76290									
76310									

Figure 8-10: VIDS Board Layout

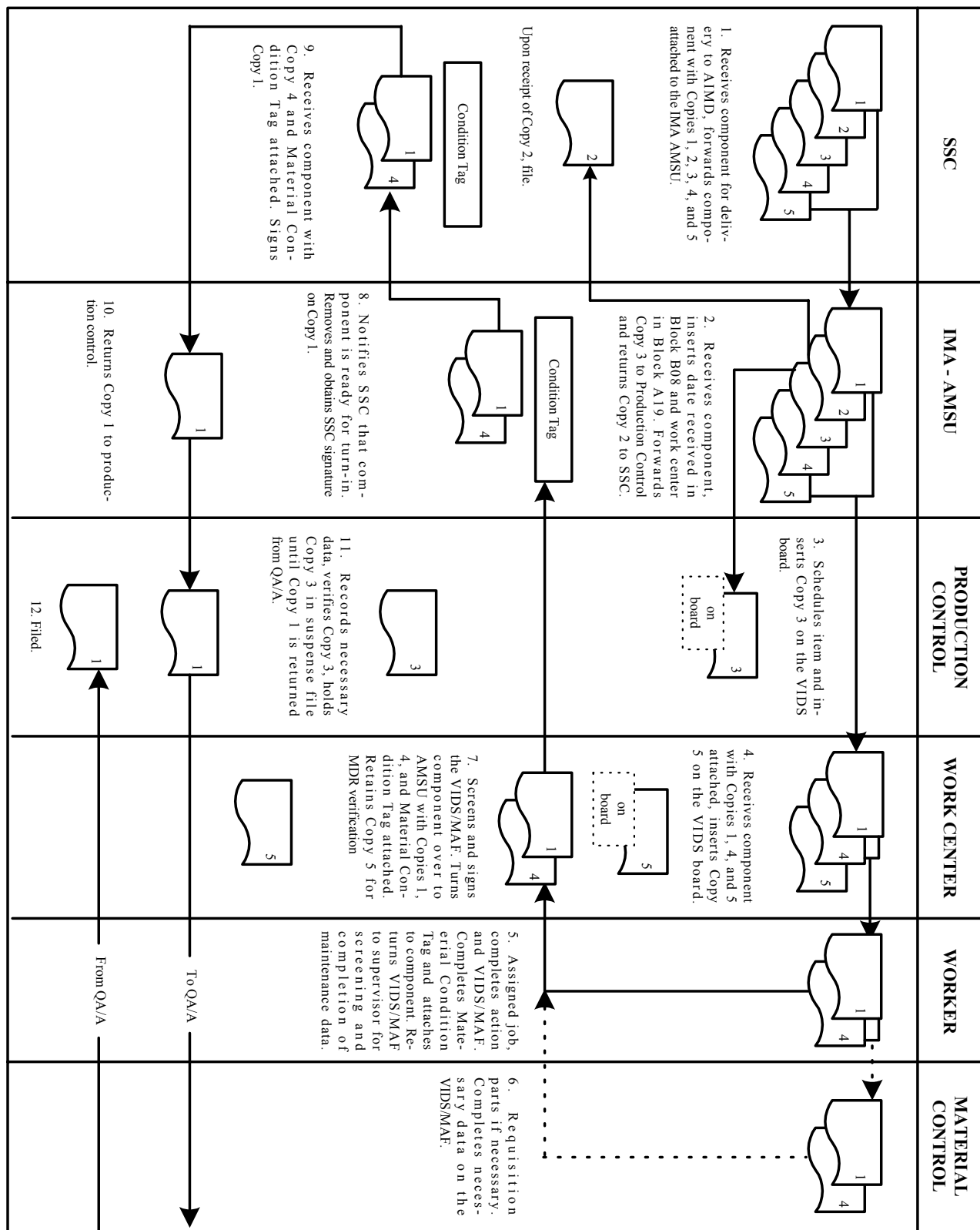


Figure 8-11: Off-Equipment VIDS/MAF Flow





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## CHAPTER 9 - Intermediate Level Maintenance Source Document Procedures

### 9.1 Maintenance Action Documentation Procedures

The purpose of this section is to give detailed procedures for documenting maintenance actions using [NALCOMIS](#) procedures. Examples of completed [MDR](#) forms are in this chapter.

#### 9.1.1 Types of Maintenance Action Form Maintenance Actions

a. This paragraph outlines the types of maintenance actions documented on [MAFs](#). These include troubleshooting, removal and replacement, repair, and the performance of scheduled inspections.

b. MAFs will be used to document the following types of maintenance actions:

**NOTE:** Type MAF Code must be utilized in [NALCOMIS](#), Conversation Code N271, but does not appear on the Hard Copy MAF.

- (1) On-equipment work not involving the removal of defective or suspected defective repairables.
- (2) Look phase of acceptance, transfer, special, conditional, major aircraft and combined airframe and engine [special inspections](#), and corrosion, preservation and depreservation.
- (3) Fix in place actions discovered during inspection.
- (4) Removal of components for check, test, or service actions.
- (5) Removal and replacement actions for cannibalization.
- (6) Accumulated man-hours as a result of work stoppage for parts or maintenance.
- (7) Accumulated man-hours during or at the end of a reporting period for a job not completed, where required by the cognizant [ACC/TYCOM](#).
- (8) Maintenance actions and man-hours by assisting work center in support of a primary work center.
- (9) Support of a repairable item processing through the [IMA](#).
- (10) Incorporation of [TDs](#) and associated maintenance actions.
- (11) Removal and replacement of repairable components in end items.
- (12) Repair of removed repairable components.
- (13) Repair of subcomponents removed from repairable components.
- (14) Record of ordering and issue of repairable components, subassemblies, and parts.
- (15) Disposition of components and subassemblies declared [BCM](#).
- (16) Major inspections performed on removed engines, when initiated by an [O-level](#) activity.
- (17) Documentation of first-degree repair maintenance actions.

(18) Troubleshooting man-hours.

(19) Documenting preservation and depreservation.

### 9.1.2 Intermediate Document Flow

- a. Examples of [MAF](#) documentation are included in this chapter.
- b. The Material Control [AMSU](#) receives the defective component with a MAF. AMSU personnel using AMSU Receipt function enters the appropriate data into [NALCOMIS](#). Upon approval, 2 copies of MAFs are generated. One is attached to the defective component for delivery to the applicable work center, the other is for [Production Control](#).
- c. The [Work Center Supervisor](#) receives the component, screens the MAF, and assigns a worker to the maintenance action. The worker performs technical screening and commences the repair action.
- d. If parts are required, the worker will order necessary parts using the appropriate function.
- e. Once maintenance is completed, the worker updates the MAF indicating the appropriate action, and assigns a job status of [JC](#). At this time a mailbox message is created for the [CDI](#) and the worker attaches a material condition tag to the component.
- f. The CDI reviews the MAF in the appropriate NALCOMIS function indicating approval. At this time NALCOMIS will electronically assign CDI's name to the Inspected By Field of the MAF. A mailbox message will be created for the Work Center Supervisor.
- g. The Work Center Supervisor reviews the MAF in the appropriate NALCOMIS function and screens the MAF for accuracy and completeness. Upon approval, the Work Center Supervisor's name is electronically assigned to the MAF and a mailbox message will be created for Production Control. At this time the AMSU is notified that the component is ready for pickup.
- h. Production Control reviews the MAF. Upon approval, the Production Controller's name is electronically assigned to the MAF. At this time NALCOMIS generates two MAFs. One for the [work center](#), which is used to verify the maintenance report. The second MAF will accompany the component to AMSU for disposition. A mailbox message is created to logs and records for review. Logs and records personnel will ensure [NTCSS](#) Optimized [OMA](#) NALCOMIS [CM ALS](#) records are updated for the component or equipment that is changed.
- i. AMSU notifies the [CCS](#) that the component is ready for disposition, and delivers the component to CCS.
- j. When a repairable non-[RFI](#) subassembly is removed from the component, the work center attaches the suffix MAF to the non-RFI component and notifies AMSU that the subassembly is ready for turn-in.

**NOTE:** Additional parts required for induction, repeat procedures outlined in paragraphs a through h above.

- k. The [MDBA/A](#) reviews the appropriate mailbox message and approves or rejects completed MAFs. Approved MAFs, are then submitted to the [NDCSC](#) or site aviation [3M](#) micro processing system creating the [DAR](#).

### 9.1.3 Data Field Description

a. This section describes the **NALCOMIS** functions recommended for initiating, updating, and clearing the NALCOMIS **MAF**. This section also contains an explanation of the functions required to add/delete the NALCOMIS MAF. The codes used to describe the data throughout the sections of the MAF are found in the appendices of this volume and the applicable **WUC** manual. Specific data fields to be used and data fields requirements are controlled by the Maintenance Data Validation Specifications (A7257-01).

b. Specific data fields application and requirement are as follows:

**ENTRIES REQUIRED SIGNATURE.** This section is provided to ensure historical records and **NTCSS** Optimized **OMA** NALCOMIS **CM ALS** records are updated in a timely and orderly manner. Required actions will be accomplished prior to forwarding the MAF to the data analyst for approval. Logs and records personnel will screen all MAFs using the appropriate function. Upon indicating approval, NALCOMIS will electronically post their name to the MAF.

**LOCAL USE.** This field may be used as desired.

**REFERENCE.** May be used to enter the supply reference to aid the work center in requisitioning the failed or required material.

#### ACCUMULATED WORK HOURS

**NAME/SHIFT.** Enter the name/shift of personnel performing the work.

Workers hours update will be used by the **CDI**/supervisor who will place their initials in the appropriate data field. Prior to **JC** or job status changes, for example, work stoppage, a sight inventory of the tool container(s) shall be conducted by the **Work Center Supervisor**/CDI.

**EMT.** NALCOMIS provides for the system generated EMT through its internal clock. However, this field is not displayed in the Accumulated Work Hour Field on the NALCOMIS MAF.

**ACCUMULATED AWM HOURS.** This time is automatically calculated within NALCOMIS.

**FAILED/REQUIRED MATERIAL.** This section will be used to document a failed part without an **AWP** situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only, with no failed part or AWP situation.

**NOTE: NALCOMIS will allow for and track up to 100 separate entries, and allow for the indexing of 19 separate lines of required data.**

**INDEX.** NALCOMIS will automatically provide for the proper indexing of ordered parts. These letters represent a specific record type that will be generated via aviation **3M** processing. This allows for the 19 most significant failed parts to be reported against a specific maintenance action. For example, assignment of index H indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of indexing is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated with H - Z in this field, that is those items which are known or suspected to have contributed to the discrepancy reported in the Discrepancy Field of the MAF.

**F/P.** Enter an (x) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, and fittings that are routinely replaced during a maintenance action will be documented only if their failure is known or suspected to have contributed to the discrepancy.

**NOTE: **PEB** items not in stock and required for repair of a discrepancy will be ordered against the MAF requiring parts.**

AWP. Immediately upon receipt of notification that the repair part(s) is/are not available on the ship/station, the Work Center Supervisor will ensure an (x) is entered if the failed/required material is causing an awaiting parts status of the repairable item identified in the WUC Field. Only those items that caused the AWP status will be marked (x). In all cases, even if notification of nonavailability of repair parts is not received, the AWP component is to be delivered to the AWP holding area within 24 hours from the time the need for a repair part was discovered by the work center. (This field is used at maintenance levels 2 and 3.)

A/T. Enter the one-character alpha or numeric code which describes the action taken against the removed module, subassemblies, or significant failed parts required. [AT](#) codes are listed in [Appendix E](#).

[MAL](#). Enter the code that best describes the malfunction occurring within the removed subassembly. MAL codes are listed in [Appendix I](#).

[FSCM](#). Enter the [CAGE](#) code of failed part or required material.

PART NUMBER. Enter the manufacturer's part number of the failed or required material.

REF SYMBOL. Enter the alphanumeric code which identifies a piece part as distinct from other items of the same part number in a single subassembly or circuit, such as four of the same diodes within a circuit, each has the same part number but a different reference symbol. These are found in the illustrated parts breakdown manual for the weapon system.

QTY. Enter the quantity of failed or required material.

PROJ. Enter project code as applicable.

PRI. Enter the [MILSTRIP](#) priority assigned to the material requisition.

DATE ORD. The Julian date the request was placed on order (NALCOMIS generated).

REQ NO. The MILSTRIP requisition number of the material required to complete the maintenance action (NALCOMIS generated).

DATE REC. The Julian date that requisitioned material is received (NALCOMIS generated).

WORK UNIT CD. Enter the WUC that identifies the system, specific engine, or component on which work is being performed. In cases where removed repairable components do not have a WUC assigned, use the five character [NOC](#) code provided by the system or component. A consumable item replaced on a MAF should reflect the system or [NHA](#) code.

**NOTE: General Work Unit Codes 030 (inspection) and 049 (preservation/depreservation) are used on the MAF as the WUC for conditional and acceptance/[transfer inspections](#) and for preservation/depreservation. [Appendix O](#) contains a complete listing of these codes.**

ACT ORG. The organization code of the organization accomplishing the work (NALCOMIS generated).

TRANS. Enter the two-character numeric transaction code used to identify the type of data being reported. [Appendix P](#) contains a complete list of these codes with definitions.

M/L. Enter the level of maintenance (1 through 3) which is performed (not necessarily the level assigned to the activity).

A/T. Enter the one-character alpha or numeric code that describes the action that has been taken. This code describes what action has been performed on the item identified by the WUC. AT code A (discrepancy checked, no repair required) is used only in those cases where an inspection or operational check has been performed and the reported trouble cannot be duplicated or does not exist.

In such cases use the MAL code 799 (no defect). Adjustments made to peak a system which is within tolerances may use this code with the appropriate malfunction code, for example, A-127, A-281, A-282. A consumable item replaced on a MAF should reflect the system or NHA code only in the WUC field and AT code B or C. AT code R should be used in the H-Z Failed/Required Material fields for parts replaced. AT codes are in [Appendix E](#).

**NOTE:** The **TD** status code is a single-character alpha code used to indicate the status of compliance with a TD. This code applies to the action taken field of the MAF when reporting TD status. These codes are in [Appendix J](#).

**MAL CODE.** Enter the three-character alphanumeric code used to describe the malfunction which caused the maintenance action on the item described by the WUC. These codes are divided into three logical groups to assist personnel in finding the most applicable code as follows (MAL codes are contained in [Appendix I](#)):

Conditional (no fault) Group. These codes are used when a nondefective item is removed, or when the [defect](#)/malfunction is not the fault of the item in question.

Reason for Removal Group. These codes are used to generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.

Reason for Failure Group. These codes are used to generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.

**NOTE:** [Maintenance Control/Production Control](#) shall enter the appropriate malfunction code when initiating a cannibalization MAF. Malfunction codes are in [Appendix I](#).

**I/P.** Enter the number of times that an action, indicated by an AT code, is applied to the item identified by the WUC recorded on a MAF, for example, since the fuel nozzle of a jet engine has a WUC, replacement of five fuel nozzles would be documented as five items processed. In contrast, replacement of several transistors in an electronic assembly would be documented as one item processed, with the WUC identifying the electronic assembly being repaired and the AT code indicating repair. MAFs submitted for close outs by work centers at the end of, or during a reporting period will indicate 0 items processed. The IP field is limited to two characters. If the count exceeds 99, an additional form must be prepared and submitted.

**HOURS.** Entries in the Hours field represent all man-hours expended by assigned personnel to complete the work described on the source document as defined in [Appendix C](#). Hours and tenths worked, multiplied by the number of men working, equals total man-hours. Entry in the Man Hours field does not include labor hours for any work center other than the one submitting the document, for example, if two work centers jointly correct a discrepancy (same [JCN](#)) on the same aircraft or equipment, workers from each work center submit a source document with that particular work center's labor hours in the Hours field. To convert minutes to hours and tenths, use the following example:

MINUTES	TENTHS	MINUTES	TENTHS
1-2	0.0	33-38	0.6
3-8	0.1	39-44	0.7
9-14	0.2	45-50	0.8
15-20	0.3	51-56	0.9
21-26	0.4	57-60	1.0
27-32	0.5		



EMT. NALCOMIS, through the internal clock, will automatically calculate EMT. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job, for example, if three men worked together for 2.5 hours to make a repair, the total man-hours would be 7.5 hours and the EMT would be 2.5 hours.

TECHNICAL DIRECTIVE ID. Enter the 12 or 13 characters that identify the specific TD incorporated or being incorporated in the type equipment. This field is divided into seven sections as follows:

INT. Enter an X to indicate an interim TD; otherwise leave blank.

CODE. Enter the two-character numeric code that denotes the type of directive being incorporated. TD codes are in [Appendix L](#).

BASIC NO. Enter the four numeric characters identifying the basic TD, preceded by a zero(s) to complete the field.

RV. Enter the one alpha character that denotes the specific revision of the basic TD. Leave blank if not applicable.

AM. Enter the one numeric amendment number of the basic TD. Leave blank if not applicable.

PART. Enter the two-character numeric part number as listed in the TD. Leave blank if not applicable.

KIT. Enter the two-character alphanumeric number of the specific kit incorporated. If no kit is required, enter 00 in this section.

**NOTE: TDs must be on file within NALCOMIS prior to TD MAF initiation.**

TYPE EQUIP. Enter the [TEC](#) that describes the end item on which work is being performed. TEC structuring is explained in [Appendix K](#). The specific TECs are listed in the applicable WUC manual.

BU/SER NUMBER. Enter the bureau or serial number of the equipment or end item on which work is being performed. If more than six digits, enter the last six; if less than six digits, prefix with sufficient zeros to total six characters. This field must not be blank. Enter 0 in this field when using the MAF to document work on groups of like items, for example, jacks, stands, common aeronautical equipment, or items not identified by bureau/serial number. In cases of on-equipment work at the [O-level](#) for personal survival equipment, enter the first letter of the aircrewman's first and last name and last four digits of the social security number.

W/D. The [WD](#) code is a single alpha character that identifies when the need for maintenance was discovered. The three sets of WD codes that cover the equipment categories are: (1) aircraft and engines; (2) [SE](#), [PME](#), and expeditionary airfield; and (3) missiles/missile targets.

T/M. Enter the one-character alpha or numeric code used to describe the type of work being accomplished, for example, scheduled, unscheduled, supply support. Definitions and explanations of these codes are in [Appendix H](#).

[POSIT](#). Enter POSITs which are used to evaluate performance/logistics characteristics between identical components. POSITs are included in applicable WUC manuals and are identified by a double asterisk (\*\*) preceding the WUC. When a component has been identified in the WUC manual as position sensitive, it will be mandatory that the POSIT be documented on the MAF. Identifiers are categorized into two groups as follows:

General Position Codes. A two digit alphanumeric code which indicates a specific location by use of plain language:

LH/RH - Indicates left-hand or right-hand installation, such as main landing gear components, tires, side by side cockpit, and components.

FW/AF - Indicates fore and aft positions such as tandem cockpit components.

UP/LW - Indicates upper or lower positions, such as anticollision lights or antennas.

PR/SC/AL - Indicates primary, secondary, or alternate positions, such as hydraulic components or multiple avionics component installations.

01, 02, 03, 04 - Indicates positions using a sequential numbering system, such as helicopter rotor dynamic components or a numbering system used to identify the position of fuel nozzles on a gas turbine engine.

Specific Position Codes. A two digit alphanumeric code which indicates a specific location using alphanumeric sequencing:

A1 - Bleed Valve, Stg 5, 2 o'clock, #1 engine.

B1 - Bleed Valve, Stg 5, 4 o'clock, #1 engine.

A2 - Bleed Valve, Stg 5, 2 o'clock, #2 engine.

B2 - Bleed Valve, Stg 4, 4 o'clock, #2 engine.

**FID**. Leave blank, reserved for future use. (Under development.)

**SFTY/EI**. Enter the locally assigned four digit control number from the **NAMDRP** Report Control Number.

**METER**. This field is mandatory when TEC for on-equipment work is G, H, or S and maintenance level is 1.

**SE FSCM**. CAGE of the end item of SE (optional).

**TECH**. Enter an N for all maintenance actions involving **ETS** support.

**INV CD**. Enter the one digit inventory code that describes the status of the equipment during the transaction (**Appendix F**).

**PERM CD**. Enter the six digit **PUC** of the organization completing the transaction (aircraft only).

#### REPAIR CYCLE

**RECD**. Date and Time. NALCOMIS generated upon MAF initiation.

**IN WORK**. Enter Julian date and time.

**COMP**. Enter Julian date and time completed.

**AWAITING MAINTENANCE HRS**. Enter the appropriate **AWM** reason code for the related maintenance action. Order of significance may be determined by local policy.

**MAINTENANCE/SUPPLY REC**. NALCOMIS tracks and documents all awaiting maintenance/supply time. This is calculated by the internal monitoring of job status as related to supply status/maintenance status.

REMOVED/OLD ITEM. These fields are completed in NALCOMIS using the appropriate function, when a repairable component is removed from the end item or major component on which work is being performed. Enter the CAGE, [SERNO](#), and [P/N](#) or lot number for the [CART](#), [CAD](#), or [PAD](#). If the SERNO is more than 10 characters, enter the last 10. If the P/N is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the SERNO and P/N field is limited to a maximum of 15 and 32 characters respectively.) Enter the time/cycle, preceded by an alpha character as listed in [Appendix G](#). For warranty items, use the second time/cycle field, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In the third time/cycle enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records, or NTCSS Optimized NALCOMIS CM ALS records.

INSTALLED/NEW ITEM. These fields are completed in NALCOMIS using the appropriate function, when a repairable component is installed on the end item or the major component on which work is being performed. Enter the CAGE, the SERNO and P/N or lot number for the [CART](#), [CAD](#), or [PAD](#). If the serial number is more than 10 characters, enter the last 10. If the part number is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the SERNO and P/N field is limited to a maximum of 15 and 32 characters respectively.) Enter the time/cycle preceded by an alpha character listed in [Appendix G](#). For warranty items, use the second time/cycle field, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In the third time/cycle enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records, or NTCSS Optimized NALCOMIS CM ALS records.

DISCREPANCY. Enter a narrative description of the reported discrepancy and the System Reason Field.

PILOT/INITIATOR. Enter the persons name and rank that discovered the discrepancy.

CORRECTIVE ACTION. Enter a narrative description of the corrective action taken to correct the discrepancy.

CF REQ/[RFL](#). This is a dual purpose field for use by the [O-level](#) and [I-level](#) activities. The O-level will enter an (x) if a check flight is required after completion of the maintenance action. The [IMA](#) will enter an (x) if the repair action is RFL.

[QA](#) REQ/[BCM](#) REQ. This is a dual purpose field for use by the O-level and I-level activities. The O-level will enter an (x) if the maintenance action requires a [QAR](#) inspection. (Not applicable to CDI inspection.) The IMA will enter an (x) if the repair action is BCM.

RFL/BCM. NALCOMIS will update this data field based on the action taken entry.

CORRECTED BY. NALCOMIS will automatically post the workers name to the corrected by field of the MAF. Once the logged on person gives a job status of JC. At this time the [HCN](#)/MAF is closed to the worker and the MAF clearing cycle has begun.

INSPECTED BY. The CDI/QAR will use the appropriate function to indicate approval of a specific MAF. NALCOMIS will electronically post the CDI/QAR's name to the MAF based on the logged-on person.

**SUPERVISOR.** The supervisor will use the appropriate function to indicate approval of a specific MAF. NALCOMIS will electronically post the supervisor's name to the MAF based on the logged-on person. This indicates all tool control requirements have been complied with.

approval of a specific MAF. NALCOMIS will electronically post the controller's name to the MAF based on the logged-on person.

**JCN.** Using the appropriate function, enter the assigned JCN per [Chapter 8](#). In the case of a maintenance action being performed on transient aircraft (Navy or non-Navy), the first three positions of the JCN are always the organization code of the aircraft [reporting custodian](#).

**NOTE:** For subcustody SE in the [custody](#) of another department that requires repair by the [IMA](#) the JCN will be auto assigned by NALCOMIS upon Production Control approval, reflecting the IMA's organization code.

**WORK CENTER.** Enter the appropriate work center code performing the maintenance action described on the MAF. Work center codes are listed in [Appendix S](#).

**STATUS.** For level 1 maintenance only, enter "U" for up discrepancy and "D" for down discrepancy. This data field may be updated using appropriate update function.

**INSPT JCN.** Used for power plants engine induction.

**PRI.** Production Control or authorized personnel will fill in this data field to approve the initiated MAF using the appropriate function.

**SYSTEM/REASON.** Enter a brief (snap shot) description of the reported discrepancy using the appropriate function.

**MCN.** Serial number assigned to each maintenance action.

## 9.2 Support Equipment, Training Devices, Missile Target Documentation

a. This paragraph prescribes the method for collecting maintenance, inventory, and utilization data on equipment. This information is used to evaluate equipment reliability and maintainability, and provide data for engineering analysis to improve or replace equipment. The term [SE](#) encompasses all SE including that commonly known as yellow gear, test sets and benches, run-up stands, diagnostic equipment, [PME](#), and equipment used to maintain aircraft, aircraft components, or SE, such as drill presses, lathes, grinders, sewing machines, or welders. These items of SE are identified by D, G, H, and S series [TECs](#). [SEGTEs](#) are identified by P series [TECs](#). Items of SE may be inventoried using Inventory Code 0. The source documents used are [MAFs](#) and [METER](#) cards.

**NOTE:** Training devices and missile targets require inventory reporting only.

b. The following defines terms and describes data fields and procedures of special interest to [SE](#) documentation:

(1) **Utilization.** End item utilization is accounted for by entering a five-position meter reading in the [METER](#) field of the MAF any time on-equipment work is performed on SE. If the equipment has a meter that records end item utilization, the whole hours (no tenths) or starts/cycles from the meter are preceded by the letter M or S (as appropriate) and enough zeros to make a five position entry. If the equipment does not have a meter, enter A0000. This field will be left blank when performing off-equipment work.

(2) [MEASURE](#) is a data processing system for recall and scheduling of test, measuring, and diagnostic equipment into [calibration](#) facilities. The [PME](#) Work Center (670) documents all calibration and

repair on a METER card per the [OP43P6B](#) user's manual issued by [COMNAVAIRSYSCOM](#). For MAF documentation in support of PME actions, refer to [paragraph 9.2.8](#).

(3) The [AMMRL Program](#) collects data to establish [SE](#) requirements, distribute assets, and provide a base for SE budgeting requirements. Outputs of the AMMRL Program are the [SERMIS](#) and [IMRL](#). The AMMRL Program is defined in [NAVAIRINST 13650.1](#).

c. Maintenance Actions. The following prescribes the method of documenting [SE](#) maintenance actions using [NALCOMIS](#).

(1) Standard [HCN/MAF](#) Procedures. [Figure 9-1](#) illustrates the types of MAFs required for [SE](#)/training devices/missile target documentation.

(a) On-Equipment Work. The discrepancy MAF initiation function will be used to initiate MAFs for on-equipment work performed on an end item of SE, except for calibration. (Refer to [paragraph 9.2.8](#) for calibration documentation.) If no repairable component is removed, the worker will initiate the MAF using the appropriate update function. [Paragraphs 9.5.1 through 9.5.8](#) show on-equipment documentation. On-equipment work requiring MAF initiation are:

- 1) Repairing an end item.
- 2) Removing a repairable component from an end item for any reason, including calibration.
- 3) Compliance with a [TD](#) on an end item.
- 4) Inspecting an end item.
- 5) Documenting preservation or depreservation.
- 6) On-equipment cannibalization.

(b) [O-Level](#) IMRL Reportable SE. A MAF is used to induct O-level SE into the [IMA](#) for repair, [periodic inspection](#), and TD compliance ([paragraph 9.5.9](#)). A requesting activity delivers the MAF and SE to the IMA. [Production Control](#) signs the MAF acknowledging receipt of the SE. Use the appropriate function inducting the item creating a MAF.

(c) Turn-In Document. [NALCOMIS](#) will generate a MAF once the repairable component ordered is approved using the Material Approval Process, this turn-in will have the same [JCN](#) as the end item, except components removed for calibration. If the component is from supply stock, the turn-in document will reflect the supply JCN per [paragraphs 9.5.10 and 9.5.11](#). If the component is removed from an end item, the document will be generated by [NALCOMIS](#) for the work center that removed it. A turn-in document is required even when the maintenance on the removed component is performed by the same person or shop that removed it.

(d) Removed Repairable Component Processing. Maintenance actions on a removed repairable component are off-equipment work and documented by completing the [HCN/MAF](#) ([paragraph 9.5.12](#)).

(2) Suffix MAF. [NALCOMIS](#) will generate a [HCN/MAF](#) for each repairable subassembly approved in the Material Approval Function. Each additional MAF will be automatically assigned a suffix to the same JCN ([paragraph 9.5.13](#)) used for the original maintenance action, per [Chapter 8](#). A suffix is required, even when the maintenance of the removed subassembly is performed by the same person or shop that removed it.

(a) Removed Repairable Subassembly. When ordering or documenting the removal of a repairable subassembly in NALCOMIS the user must indicate repairable subassembly by entering a (Y) for yes in the appropriate field. This allows NALCOMIS to set up the appropriate JCN logic for the MAF. If no repairable sub-subassemblies are removed, this is the last document required ([paragraph 9.5.14](#)).

(b) Removed Repairable Sub-subassembly. If repairable sub-subassemblies are removed, repeat the procedures in [paragraphs 9.2c\(1\)\(d\) and 9.2c\(2\)](#) above.

### 9.2.1 Support Equipment Repair Action

The repair action is the maintenance action documented on the [MAF](#). The repair is the correction of a discrepancy or the declaration that a discrepancy did not exist. The term "documented in the normal manner", used throughout this section, refers to repair action documentation procedures.

### 9.2.2 Support Equipment Inspections and Periodic Maintenance

a. All inspections (except preoperational and postoperational), [PM](#), and preservation/depreservation actions are documented using [NALCOMIS Inspection Control MAF](#) initiation procedures ([paragraph 9.5.15](#)).

b. [MRC](#). An MRC describes an inspection or PM action that must be performed at a specified interval or situation. A group of MRCs comprising one inspection is commonly referred to as an MRC DECK.

c. Look Phase MAF Procedures. Look phase MAFs ([paragraph 9.5.16](#)) are used to document inspection and PM actions dictated by MRCs. [WUC 030](#) is used for inspections occurring on a one time basis, such as acceptance, transfer, and conditional. All other inspections will be documented using [WUC 030000](#) with the seventh position assigned per [Appendix M](#) based on the interval of the inspection.

d. For [JCN](#) structure refer to [Chapter 8](#).

e. Fix Phase. Refer to [paragraph 9.5.17](#).

### 9.2.3 Support Equipment Corrosion Documentation

a. Corrosion prevention and treatment of [SE](#) is performed as part of a scheduled maintenance requirement or as an unscheduled maintenance action.

b. Corrosion prevention requirements found while complying with [MRCs](#) (scheduled maintenance) will be documented on the inspection look phase [MAF](#). This includes SE washing performed as part of a scheduled inspection.

c. Corrosion treatment requirements found during the look phase of an inspection will be documented on a fix phase MAF. Use [AT](#) Code Z and Malfunction Code 170. The treatment of bare metal is included in this category.

d. Unscheduled corrosion prevention is documented on the MAF only when the elapsed maintenance time exceeds one-half man-hour. Unscheduled [SE](#) cleaning and temporary repairs of bare metal are included in this category. Multiple items processed may be documented. Use Work Unit Code 040, [AT](#) Code 0, Malfunction Code 000, [WD](#) Code O, and [TM](#) Code D.

e. Unscheduled corrosion treatment actions are documented on the MAF using [AT](#) Code Z and Malfunction Code 170.



#### 9.2.4 Support Equipment Preservation and Depreservation

- a. MAFs are used to document preservation/depreservation of end items per NAVAIR 17-1-125 and NAVAIR 15-01-500.
- b. When Production Control approves the preservation/depreservation MAF, NALCOMIS will automatically assign a numeric serial number JCN. This MAF will be used as the control document. WUC 049 and TM code D will be used.
- c. Upon completion of the preservation/depreservation action the control document will be processed by Production Control with 1 item processed entered in the items processed field of the MAF.
- d. MAFs are issued to each work center participating in the preservation/depreservation action. If only one work center is involved in preservation/depreservation action, man-hours may be accounted for on the control document.

#### 9.2.5 Support Equipment Technical Directive Compliance

- a. TD compliance is documented on the MAF (paragraphs 9.5.18 through 9.5.22). Production Control schedules all TD compliance actions and initiates all TD compliance MAFs except TD compliance turn-in documents for modification of supply stock. A numeric JCN is assigned to a TD compliance action per Chapter 8. A separate MAF with the same JCN is initiated for each work center involved.

**NOTE:** TDs must be on file within NALCOMIS prior to TD MAF initiation.

- b. Figure 9-25 shows the types of TD compliance MAFs used to document TDs that apply to end items, for example, an NC-8A power unit or ALM-157 test set. If a component is removed for off-equipment inspection or modification, in compliance with an end item TD, the TD compliance MAF documenting the end item TD compliance also accounts for man-hours and EMT expended removing and reinstalling the component. A separate TD compliance MAF is required for each component removed.
- c. Figure 9-26 shows the types of MAFs used to document TDs that apply only to a component, for example, a gear box or test set module. When an RFI component is removed for off-equipment inspection or modification in compliance with a component TD, a TD compliance supporting MAF is generated to account for man-hours and EMT expended removing and reinstalling the component. A separate MAF with a different JCN is required for each component removed, and a TD compliance turn-in document is generated (Figure 9-22).
- d. Figure 9-27 shows the types of MAFs used when a failed component is removed as part of an end item TD. The end item TD compliance MAF accounts for the man-hours and EMT expended removing and replacing the component.
- e. Figure 9-28 shows the types of MAFs used when a failed component is removed in conjunction with a component TD. The on-equipment repair action MAF accounts for the man-hours and EMT expended removing and replacing the component. Two turn-in documents are required; one to initiate the TD compliance action, and one to initiate the repair action. If the component was originally removed on a TD compliance facilitate MAF, the TD facilitate MAF is converted into a repair action MAF by identifying the removed component in the removed/old item section, changing the AT code to R, and ordering a replacement component. Documentation then continues in the normal manner of a repair MAF per paragraph 9.2.2.

#### 9.2.6 Support Equipment Inventory Reporting Procedures

- a. The SE inventory reporting system provides the SE reporting custodian with a list of major assets on hand. SE may be inventoried using an inventory code of 0. These reporting system requirements are in

addition to the [AMMRL Program](#) and do not negate the reporting requirements published in [NAVAIRINST 13650.1](#).

b. Definition of Terms. The following terms are used throughout this section in describing how to document inventory transactions.

(1) [Controlling Custodian](#). [SECAs](#) are responsible for fleet distribution and management of SE assets.

(2) Reporting Custodian. Reporting custodian is the activity (usually [I-level](#)) having primary [custody](#) of the SE as indicated on the [IMRL](#).

(3) Equipment Master Roster (E-00). The E-00 is a serialized listing, by reporting custodian, of all assets on hand. The E-00 will be updated and published monthly. The E-00 will be kept current by [Production Control](#) to reflect those inventory and status changes that have occurred during the reporting period. Refer to [Chapter 3](#) for a complete description of this report, its uses, and correction procedures.

(4) Inventory Codes

(a) Inventory status codes define the reporting requirements and current status of SE in the inventory reporting system. Inventory codes are listed in [Appendix F](#).

(b) Utilization Reportable. All equipment listed in [OPNAVINST 5442.4](#) require utilization reporting. Inventory Code 0 applies to training devices and missile targets that are inventoried but for which no mission capability data is collected.

(5) Transaction Codes. Inventory transactions are described by the transaction codes in [Appendix P](#).

(a) Inventory Gain (Transaction Code 00). An inventory gain is the receipt of an SE unit into inventory reporting by a reporting custodian. SE and missile targets will be gained with an inventory status of 0 only.

(b) Inventory Loss (Transaction Code 03). An inventory loss is when a reporting custodian transfers an SE unit or strikes it from naval service. An inventory loss is documented only if the unit has previously been gained and is in the inventory system. Equipment may be lost in any inventory status as listed in the current E-00.

c. Implementation. SE inventory reporting by an activity that is not currently using the [MAF](#) for inventory control. The implementation date is normally the first day of a reporting period.

(1) Prior to implementation, the reporting custodian's Production Control generates a list of all assigned SE that requires utilization reporting. This list contains:

- (a) Organization code.
- (b) Equipment [TEC](#).
- (c) Equipment serial number.
- (d) Equipment inventory code ([Appendix F](#)).
- (e) Equipment meter reading.

(2) Production Control prepares MAFs for all reportable equipment.



(3) The [NDCSC](#) generates a machine prepared listing and returns a minimum of two copies to Production Control for distribution.

(4) Production Control reviews the lists for completeness and accuracy. Corrections will be made by normal submission of proper source data ([Chapter 3](#)).

(5) The NDCSC will correct the master file and forward an Equipment Master Roster (E-00) to the reporting custodian.

d. Inventory System Documentation Procedures

(1) The following lists the codes necessary to properly document inventory transactions:

Transaction Code	+ Inventory Code	= Inventory Transaction
00	0	Gain into inventory of an equipment that is inventoried but for which no mission capability data is collected. These items will only be gained or lost and will require no change in <a href="#">MCRS</a> reporting. This code is used for SE, training devices, and missile target inventory reporting and is not applicable to aircraft.
03	0	Loss from inventory of an equipment that is inventoried but for which no mission capability data is collected. These items will only be gained or lost and will require no change in <a href="#">MCRS</a> reporting. This code is used for SE, training devices, and missile target inventory reporting and is not applicable to aircraft.

(2) Examples of MAFs used to document equipment gain or loss are in [paragraphs 9.5.23 and 9.5.24](#).

### 9.2.7 Change of Reporting Custodian

All maintenance actions are terminated when an equipment transfer involves a change of [reporting custodian](#). This is done by completing the maintenance action on the completed line as of 2400 on the date of the equipment transfer. Transaction Code 11, [AT](#) Code N, and 0 items processed will be used. The only name required is that of the supervisor. Refer to [paragraph 9.2.6](#) for a description of inventory procedures required for the change of reporting custodian.

### 9.2.8 Calibration Actions

a. [METER Card](#). [PME](#) Work Center (Work Center 670) of activities participating in the [MEASURE](#) Program documents all [calibration](#) and repair actions on the [METER Card](#) per [OP43P6B](#). A [METER Card](#) is initiated as a turn-in document for any end item or component processed to the [PME Work Center](#) for any reason. The provisions of this paragraph are not applicable to any maintenance actions performed on the calibratable [BBs](#) of the any [ATE](#). These maintenance actions, including those incident to an off-line or on-line calibration action, shall be documented on the [MAF](#). The calibration actions associated with any calibratable [ATE BB](#) shall be documented on the [METER Card](#).

b. [MAF](#). The [MAF](#) is used by work centers, other than [PME](#), to document all maintenance actions except calibration. When a component is removed from an end item for processing to the [PME Work Center](#) (for calibration or repair), a supporting [MAF](#) is generated to account for man-hours and [EMT](#) expended removing and reinstalling the component. A separate [MAF](#) with a different [JCN](#) is required for each

component removed. [Paragraph 9.5.25](#) is an example of a MAF documenting the removal of a component for processing to the PME work center on a METER Card.

**NOTE: Only PME that requires parts to be ordered will be inducted using NALCOMIS procedures. All other repair actions will be completed on the METER Card. NO EXCEPTIONS.**

### 9.3 Aeronautical Component and Item Documentation Procedures

When processing repairable components and locally repaired consumables, a MAF is used to document removal and subsequent IMA processing. These procedures will also apply to consumable components that are inducted into the IMA for repair. The MAF will be completed per [paragraph 9.1.3](#) and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center.

#### 9.3.1 Component Repair

a. If administrative screening of the turn-in component ([paragraph 9.5.26](#)) reveals that check, test, and repair capability exists or the repair capability has not been established within the IMA, the screening unit will notify the IMA [Production Control](#) that the component is available for scheduling into the appropriate work center for screening and repair. The screening unit will enter the Julian date the item was received in the RECD Field. When the screening unit is notified of the repair schedule for the component by Production Control, the following information will be entered on the MAF. [Paragraph 9.5.27](#) is an example of a BCM action by AMSU.

(1) Work Center. Enter work center code of the work center assigned direct responsibility for repair of the component ([Appendix S](#)).

(2) Action Organization. Enter the organization code assigned to the IMA.

b. The screening unit delivers the component and MAF to the appropriate work center. The MAF remains open until final disposition of the component is known. Any supporting documentation will be done on additional MAFs. Some of the situations requiring supporting documentation are:

(1) Close Out. A close out of incomplete maintenance actions may be required by local managers for the end of each reporting period. Each maintenance action will be closed out as of the last day of the reporting period or upon transfer of the equipment.

(2) Work stoppages due to a lack of parts.

(3) Troubleshooting. When it is necessary to separate troubleshooting man-hours from repair man-hours, the troubleshooting man-hours are accounted for on a separate MAF. The existing MAF remains outstanding until the repair action is completed. Documentation of failed/required material and removed or installed items is done only on the repair action MAF ([paragraph 9.5.28](#)).

(4) Assisting Work Centers Supporting the Basic Repair Action. When more than one work center works on the same maintenance action, one work center is designated the primary work center and the other work centers are assisting work centers. The primary work center will generate a separate MAF for each assisting work center with the same JCN and WD Code V. If the assisting and primary work centers work on the same WUC item, the assisting work center accounts for 0 items processed. Assist MAF documentation will be to the work center that the personnel performing the task are permanently assigned regardless of the physical location of the repair station ([paragraphs 9.5.29](#) and [9.5.30](#)).

c. If repairable subassemblies or modules are faulty, a new MAF is initiated for each subassembly or module per [paragraph 9.5.31](#).

(1) Suffix and Double Suffix MAF. For each removed subassembly, module, or sub-subassembly, document per [paragraphs 9.1.3, 9.5.32, and 9.5.33](#).

(2) Material Requisitioning. When a demand is placed on supply for a replacement subassembly, module, or sub-subassembly using the suffix or double suffix JCN, [NALCOMIS](#) will enter the JCN on the [DOD Single Line Item Requisition System Document \(DD 1348\)](#) issue document that is generated at [ASD](#). This action is necessary to establish the requirement for a local repair cycle asset of subassemblies and modules to stock [PEBs](#). The suffix or double suffix MAF is forwarded to Supply, with the remainder of the suffix or double suffix MAF processed the same as for any repairable item.

d. Failed/Required Material. The requirement for repairable subassemblies, modules, or sub-subassemblies will be recorded in this field of the original (major component) or subassembly MAF per [paragraph 9.1.3 b\(6\)](#) with the following additional requirements:

- (1) Project. Enter the [MILSTRIP](#) project code assigned by [Production Control](#).
- (2) Priority. Enter the MILSTRIP priority assigned to the material requisition.
- (3) Date Ordered. NALCOMIS generated.
- (4) Requisition Number. NALCOMIS generated.
- (5) Date Received. NALCOMIS generated.

e. Retain the major component, subassembly, or module MAF. In the case of an [AWP](#) situation, the major component, subassembly, or module MAF will be forwarded with the defective component to the AWP unit.

f. When it becomes necessary to transfer a repairable item off ship or station because of a lack of parts (BCM-4), the unavailable items are entered in the Failed/Required Material fields and Maintenance/Supply Record fields will be completed to reflect AWP time. Use of [AT Code 4](#) is restricted to occasions when the same AT code is entered for a major assembly identified by the WUC. Complete the MAF via normal MAF clearing cycle. When the maintenance action is completed, the [Work Center Supervisor](#) gives the component, the MAF, and material condition tag to the material delivery representative, and retains a copy of the MAF for [MDR](#) verification.

g. Cannibalization. Any order to cannibalize must come from [Production Control](#) who will issue and approve a cannibalization action for the removal and replacement of a component being cannibalized. Document cannibalization actions per [paragraphs 9.5.34, 9.5.35, and 9.5.36](#).

h. Matched Set. The repair of matched sets will be documented in the same manner shown in [paragraph 9.5.37](#).

i. Tire and Wheel Documentation. The built up wheel and tire assembly will be turned into IMA on a MAF turn-in document. When documenting the built up wheel and tire assembly, it is treated as a major repairable component with repairable subassemblies. In the event a wheel assembly is found to have different [SERNOs](#) on each wheel half, the SERNO of the valve core half will be used for control and documentation purposes. Man-hours for routine processing of the wheel, such as cleaning and painting, will be documented on the turn-in MAF. [NDI](#) will be documented on an assist MAF. A MAF work request prepared by supply will be required when a wheel assembly replacement must be built up to replenish supporting supply activity pool. The Work Center Supervisor will inspect the tire to determine serviceability. If unserviceable, the tire carcass will be marked for retread or scrap and BCM Code 1 or 9 used (as appropriate) ([paragraph 9.5.38](#)).

**NOTE:** The unserviceable tire will be returned to supply and identified with the appropriate code to indicate retread or scrap. Supply will establish a pool based on the appropriate wheel assembly, part numbers, stock numbers, or pool index numbers. All requests will be against this number. Supply shall pre-expend or subcustody tires to the tire shop as required. Tires requisitioned on a one-for-one basis shall be ordered using the Failed/Required Material Fields of the MAF. Enter AT Code R for tires that are categorized as repairable and must be accounted for on the turn-in MAF. A turn-in suffix MAF is generated automatically for each tire that is BCMd.

j. Battery Documentation. Batteries will be turned in to the IMA on a MAF turn-in document. They will be documented as follows:

(1) Batteries received for scheduled maintenance and not requiring maintenance other than servicing, use Transaction Code 31, AT Code A, and [MAL](#) Code 804.

(2) Batteries received for repair or scheduled maintenance and requiring maintenance other than servicing, use Transaction Code 31 or 32, AT Code C, and an appropriate MAL code.

(3) [EMT](#) does not include the clock hours for charging time when maintenance personnel are not actually monitoring the work.

k. Inter-IMA Support. In some instances an IMA will be required to transfer non-[RFI](#) repairables to another IMA for repair, such as post deployment off-load by a carrier IMA, or shipment of a BCM item to an IMA known to have repair capability. Documentation procedures in these instances are as follows:

(1) Transferring IMA Close Out (Post and Predeployment). [Paragraph 9.5.39](#) is an example of a MAF for post and predeployment close out.

(a) Close out the original MAF, entering the appropriate AT code (Appendix E) and any man-hours and EMT expended prior to transfer. In the case of post deployment off-load, use of AT Code D is mandatory, whether the item was AWP, [AWM](#), or IN WORK at the time of the off-load. In other instances, a BCM code will ordinarily be appropriate. The MAF will be submitted by the transferring IMA for processing; A copy of this MAF will accompany the item to the AMSU or AWP unit and will be shipped with the component to the receiving IMA.

(b) [WRAs](#) must have all [D-level](#) repairable [SRAs](#) installed prior to closing out the MAF for shipment to the receiving IMA. Likewise, [SRAs](#) with attaching D-level repairable [SSRAs](#) must have attaching [SSRAs](#) installed prior to closing out the MAF for shipment of the SRA to the receiving IMA.

(c) [WRAs](#) missing [FLR](#) components will have such components installed prior to closing out the MAF for shipment to the receiving IMA provided the component is still available. Otherwise, document the missing [FLR](#) component per the following paragraph.

(d) When a field level repairable SRA has been removed from the WRA and no replacement SRA is installed prior to off-load, document the close-out (original) MAF as follows: Failed/Required Material Index - Enter H-Z for each "missing" module, subassembly or sub-subassembly (as appropriate). Failed Part - Enter an X (as appropriate). Awaiting Parts - Enter an X (as appropriate). AT code - Enter P. MAL, [FSCM](#), Part Number, Ref Symbol, Qty, Date Ordered, Requisition Number - Enter appropriate data to identify the missing unit. Date Received - Enter date the requisition was cancelled. Transaction Code - Enter 32.

(e) On turn-in MAF, ensure [FSCM](#), PN, Ref Symbol, Qty, Date Ordered, and Ref Number of H-Z field are filled in for each "missing" module, subassembly, or sub-subassembly (as appropriate).

**NOTE:** To allow for proper supply documentation ensure **CCS** is notified of missing FLR SRAs from the WRA to be shipped off-station. Supply shall cancel any off-ship/station requisitions for missing FLRs prior to closing out the MAF. The importance of proper documentation cannot be overemphasized.

(2) Receiving IMA Reinitiation Document. [Paragraph 9.5.40](#) is an example of a reinitiated MAF from a transferring IMA. Upon receipt of a repairable item from another IMA, receiving AMSU will forward a copy of the MAF to the local supply CCS. Subsequent repair/disposition will be documented on the new MAF per [paragraph 9.1.3](#), except that the RECEIVED DATE field will reflect the date the component was received from the transferring IMA.

l. Receipt of Unsatisfactory Material from the Supply Department. When components received from supply prove unsatisfactory, these procedures will be followed.

(1) Component received, installed, and determined to be non-RFI:

(a) Complete original MAF, Failed/Required Material fields.

(b) Requisition a replacement component using original MAF, Failed/Required Material Fields. NALCOMIS will automatically generate a turn-in document to accompany the non-RFI component. Ensure the MAF is completed per [paragraph 9.1.3](#) with the following exception: WD CODE field must be "Y" (received bad from Supply).

(2) Component received non-RFI (not installed) or improper replacement received. Turn-in the non-RFI/improper component to the AWP unit. The AWP unit will prepare a DOD Single Line Item Release Receipt Document (DD 1348-1) using Record Type 62 for return of the material to **SRS**. Ensure all accompanying documentation, for example, RFI tag, SRC Card, and MAF are returned with all items.

m. Component Received Missing **SRC** Card, **ASR**, **MSR**, or **AESR**. Components, assemblies, or equipment received from supply missing SRC cards, ASRs, MSRs, or AESRs shall be considered as non-RFI and turned in on a DOD Single Line Item Release Receipt Document (DD 1348-1) prepared by Material Control. If the component is installed and cannot be determined to be new, it shall be considered as faulty. [Paragraph 9.5.41](#) is an example of a MAF documented for turn-in of a component that is missing the SRC card. Items missing ASRs, MSRs, or AESRs should be documented in a similar manner.

**NOTE:** If the determination can be made that the component is in fact new, an SRC Card, ASR, MSR, or AESR will then be initiated by the requisitioning activity.

n. Corrosion Supporting MAF. Documentation of man-hours expended for corrosion prevention during the repair of WRAs/SRAs are considered part of the repair process and are included on the repair MAF ([paragraph 9.5.42](#)).

o. Processing of Items Not Having a WUC/Not Identifiable to a Specific Type Equipment. The maintenance effort in check/test/servicing of items or equipment for which no WUC exists or that cannot be identified to a specific **TEC** is documented as described in [paragraph 9.3.2](#), MAF Work Request.

p. Repair of Supply Assets. The repair of supply assets will be documented in the same manner as discussed in [paragraph 9.1.3](#) with the following exceptions:

(1) The local supply department will initiate a MAF completing all required data elements.

(2) JCN assignment will be made by the Supply Department using the organization code assigned to the Supply Department, for example, A8D or C84. Refer to Maintenance Data Validation Specifications (A7065-01).

(3) When in receipt of an applicable TD for compliance, the Supply Department, working with the IMA QA, will screen all assets to ensure modification incorporation (where applicable).

(4) The IMA Production Control and Supply will schedule applicable/required maintenance actions in a timely manner. Paragraph 9.5.43 is an example of the MAF documented for an end item turned in from a supply activity for TD compliance.

### 9.3.2 Maintenance Action Form Work Request

a. The MAF Work Request is used to document man-hours expended in support of work or assistance that is beyond the requesting activity's capability and does not involve repair of aeronautical material. It is used primarily for, but is not limited to, the following:

- (1) Inducting items from supply for buildup, such as engines and propellers.
- (2) Inducting items not having a WUC or not identifiable to a specific type equipment for check, test, service, manufacture, or fabrication.
- (3) Requesting NDI either on-site or at the IMA when a TD is not involved.

**NOTE:** Work requests for items removed for local manufacture or fabrication must be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor. Batteries received for check, test, or service will be documented per paragraph 9.3.2d. ALSS and AEP will be documented per paragraph 9.3.2e.

- b. Examples of MAF Work Requests are in paragraphs 9.5.44 through 9.5.52.
- c. This and subsequent paragraphs outline the procedures for documentation and processing of maintenance requirements when approved and signed by both the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor or their authorized representatives. Upon receipt of the MAF work request and item(s), Production Control will sign a copy of the MAF work request, acknowledging receipt of the item(s), and return it to the originating activity. Upon completion of check, test, or manufacture, the work center will notify Production Control of job completion. A copy of the MAF will be attached to the item(s) and routed to Production Control who will notify the originating activity that the item(s) is/are ready for pickup. Production control will issue the item(s), with a MAF attached to the item(s) and inform the originating activity that the item(s) is/are ready for pickup.
- d. Items completing check, test, or local manufacture will be processed as described in paragraphs 9.5.44 through 9.5.52.
- e. ALSS/AEP MAF Documentation Procedures. ALSS/AEP will be turned into the I-level maintenance activity on a MAF turn-in document. They will be documented as follows:
  - (1) ALSS/AEP received for scheduled maintenance and not requiring maintenance, use Transaction Code 31, AT Code "A" and MAL Code 804.
  - (2) ALSS/AEP received for unscheduled or scheduled maintenance and requiring maintenance use Transaction Code 31 or 32, AT Code "C" and an appropriate MAL code.
  - (3) EMT does not include clock hours for leak check time when maintenance personnel are not actually monitoring the work.



(4) Requisition and turn-in procedures for ALSS/AEP assemblies and repair parts shall be per standard induction/requisition procedures. All turn-ins will be delivered directly to the respective pool work center.

f. Examples of ALSS/AEP MAF documentation are in [paragraphs 9.5.53 through 9.5.63](#).

g. Supply Asset Induction. Used to induct supply assets for repair for items missing the material condition tag/history records ([paragraphs 9.5.64 and 9.5.65](#)).

### 9.3.3 Technical Directive Compliance

a. If a [TD](#) is complied with at the [O-level](#) (on-equipment work), all maintenance actions will be documented using the [MAF](#).

b. If during compliance with a TD it becomes necessary to forward an item to the [IMA](#) for modification or inspection and return, the following procedures will be followed.

(1) If the IMA informs the O-level activity that the item requires repair, the O-level activity must initiate another MAF for turn-in and requisitioning purposes using the original [JCN](#) and will be documented by the IMA. The outstanding TD compliance MAF originally provided to the IMA will be destroyed. After the repair action is complete, [Production Control](#) will then initiate a replacement TD compliance MAF using a supply JCN.

(2) Items processed in excess of 1 may be entered only when the [TEC](#) Field contains a code beginning with Y, D, S, H, or G or ending with 9 and is either a nonserialized item or does not include a part number change in the REMOVED/OLD ITEM or INSTALLED/NEW ITEM fields. Serialized items for which a part number change is reflected in fields E or G must be accomplished on an individual TD compliance MAF.

c. Examples of TD MAFs are in [paragraphs 9.5.66 through 9.5.70](#).

### 9.3.4 Recovery and Reclamation of Crash Damaged Aircraft

a. General procedures and policies for recovery, reclamation, and transfer of crash damaged aircraft are in [OPNAVINST 3750.6](#) and [OPNAVINST 5442.2](#).

b. Supply Department. The Supply Officer notifies the supporting [IMA](#) that the aircraft is available for reclamation and provides the reclaiming activity with the [MSL](#). No one, other than the [I-level](#) activity reclamation team, is allowed access to stricken aircraft. Disposition of components obtained from reclamation is performed by initiation of a [MAF](#) work request and induction of the defective component to the I-level activity. A copy of the MAF is retained in the [CCS](#) suspense file. This MAF is annotated with the word "reclaimed" ([paragraphs 9.5.64 and 9.5.65](#)). When reclaimed components are returned from the IMA [RFI](#), they are put in stock as a gain by inventory. If non-RFI, they are shipped to a [designated repair point](#).

c. Intermediate Maintenance Activity. When notified by Supply Department that a stricken aircraft is available for reclamation, the IMA assembles a team and reclaims all potential repairable components in addition to those listed in the current MSL, as provided by the supporting Supply Officer. In addition, some usable consumable items may also be reclaimed. All components not reclaimable are destroyed to the point where they will not be accepted by the Supply Department for an exchange item. All salvaged components will be turned over to the supply department immediately, whether or not they are included on the MSL. Repair of salvaged components is documented on a MAF.

d. Requests for stricken aircraft, components, or assemblies will be directed to the CO of the salvaging activity, marked Attention: Supply Officer.

e. O-level activities that have NTCSS Optimized OMA NALCOMIS CM ALS records must coordinate with the Supply Department and IMA to ensure the integrity of NTCSS Optimized OMA NALCOMIS CM ALS records. Records must be properly stricken or removed from the aircraft NTCSS Optimized OMA NALCOMIS CM ALS records and transferred to the supply department for further documentation.

#### 9.4 I-Level Engine, Auxiliary Power Unit, and Support Equipment Gas Turbine Engine Maintenance Documentation Procedures

a. Documentation procedures are broken down into two parts; conventional engines (paragraphs 9.5.71 through 9.5.102) and modular engines (paragraphs 9.5.103 through 9.5.131).

b. Documentation procedures, whether an aircraft engine, APU, or SEGTE are the same with the following exceptions:

(1) Failed/Required Material FSCM Field. When identifying an APU or SEGTE always enter numeric 1 for engine position; for example, PHAB1.

(2) Removed/Old Item or Installed/New Item FSCM Fields. When identifying an APU or SEGTE always enter numeric 1 for engine position; for example, PHAB1.

(3) Removed/Old Item or Installed/New Item Time/Cycles Fields. When documenting APU or SEGTE enter the engine hour meter or start counter reading (as appropriate).

c. Engine, APU, and SEGTE Corrosion Documentation. Corrosion prevention and treatment of engine, APU, and SEGTE is performed as part of a scheduled maintenance requirement or as an unscheduled maintenance action.

d. Corrosion prevention requirements found while complying with MRCs (scheduled maintenance) will be documented on the inspection look phase MAF.

e. Corrosion treatment requirements found during the look phase of an inspection will be documented on a fix phase MAF. Use AT Code Z and Malfunction Code 170. The treatment of bare metal is included in this category.

f. Unscheduled corrosion prevention is documented on the MAF only when the elapsed maintenance time exceeds one-half man-hour. Unscheduled aircraft cleaning and temporary repairs of bare metal are included in this category. Multiple items processed may be documented. Use Work Unit Code 040, AT Code 0, Malfunction Code 000, WD Code O, and TM Code D.

g. Unscheduled corrosion treatment actions are documented on the MAF using AT Code Z and Malfunction Code 170.

##### 9.4.1 Engine Repair

a. Control Document. The turn-in document will be retained as a control document until the repair is complete.

b. All man-hours and EMT expended in accomplishing the repair will be documented on the MAF.

c. The same JCN will be used for repair actions requiring the removal and replacement of consumable components and fix-in-place discrepancies.



d. Suffix JCNs will be used for repair actions requiring the removal and replacement of repairable components.

e. Examples of conventional engine repair documentation are in [paragraphs 9.5.71 through 9.5.83](#).

#### 9.4.2 Major Engine Inspections

a. [Major engine inspections](#) to be performed at the [IMA](#) fall into two categories; inspections on engines inducted for the sole purpose of inspection, and inspections subsequent to repair. As part of the repair action the [I-level](#) activity must perform the next major inspection due using the criteria in [Volume I](#).

b. General instructions for documentation of major engine inspections are in the following paragraphs.

c. Control Document

(1) For engines turned in solely for inspection, the turn-in document will serve as the control document for the inspection.

(2) For major engine inspections after repair, IMAs will initiate a [MAF](#) to serve as the inspection control document. The [JCN](#) will be provided by the [O-level](#) activity in the Discrepancy Field of the turn-in MAF.

(3) If only one work center is involved in the inspection, look phase man-hours and elapsed maintenance time may be entered on the control document. If more than one work center is involved, a supporting MAF must be documented for each work center involved in the inspection.

(4) The [WUC](#) for engine inspections will be constructed in the following manner:

(a) First three positions will be 030.

(b) Fourth through sixth positions will reflect the hour level of the engine inspection (divided by 10) being performed. For example, a 900-hour engine inspection would be recorded in these positions as 090.

(c) Seventh position is zero.

(d) The WUC for a 900-hour engine inspection would be as follows: 0300900

(e) When [MRCs](#) do not specify a specific interval such as, T56, F404, for a major inspection, the hour level will be calculated by multiplying the number of aircraft phases times the phase interval. As an example, for the T56-A-14, the WUC 0301200 would be used for the major inspection.

d. Repair Document. Job Control Number Fields. Enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number for example, A01, A02. If more than 99 numbers are required for this purpose, refer to [Chapter 8](#) for additional information.

e. Examples of [major engine inspection](#) documentation are in [paragraphs 9.5.84 through 9.5.91](#).

#### 9.4.3 Technical Directive Compliance

a. It shall be the policy of the [IMA](#) to incorporate all immediate changes, within their capability, while the engine is in the possession of the [I-level](#) for repair.

b. Technical Directive Compliance **MAF** Initiation. **TD** compliance **MAF** initiation can be originated from three sources; supply activity, **O-level**, and I-level **Production Control**.

(1) The supply activity originates the **TD** compliance **MAF** using a supply **JCN** for **TD** compliance on all engines or engine components held as supply stock. Examples of documentation are in paragraphs 9.5.92, 9.5.93, and 9.5.94.

(2) **O-level** activities originate the **TD** compliance **MAF** using an **O-level JCN** for engines or engine components sent to the **IMA** solely for **TD** compliance. Examples of documentation are in paragraphs 9.5.95, 9.5.96, and 9.5.97.

(3) I-level **Production Control** originates the **TD** compliance **MAF** for engines or engine components inducted for repair which require **TD** compliance. Examples of documentation are in paragraphs 9.5.98 and 9.5.99.

c. **O-level** activities requesting assistance from the **IMA** in the incorporation of a **TD** shall use the procedures per paragraphs 9.5.100, 9.5.101, and 9.5.102.

#### 9.4.4 Modular Engine Repair

Paragraphs 9.5.103 through 9.5.117 are examples of repairs on modular engines and associated components. The **TEC** Field will reflect the equipment category and model/series of the engine. For modules, the engine application series (fourth position) will be X, for example, the F404-GE-400 module would be TXAX.

#### 9.4.5 Modular Engine Major Inspections

a. The **major engine inspections** to be performed at the **IMA** fall into two categories; the inspections on engines inducted for the sole purpose of the inspection, and inspections subsequent to repair. As part of the repair action the **IMA** must perform the next major inspection due using the criteria in **Volume I**.

b. General instructions for documentation of the major engine inspections follow:

(1) Control Document

(a) For engines turned in solely for inspection, the turn-in document will serve as the control document for the inspection.

(b) For major engine inspections subsequent to repair, the **IMA** will initiate a **MAF** to serve as the inspection control document. The inspection **JCN** will be provided by the **O-level** activity in the Discrepancy Field of the turn-in **MAF**.

(c) If only one work center is involved in the inspection, look phase man-hours and **EMT** may be entered on the inspection control document. If more than one work center is involved, a separate supporting **MAF** must be documented for each work center involved in the inspection.

(2) The inspection **WUC** and repair **JCN** are described in paragraph 9.4.3.

c. Examples of major engine inspection documentation are in paragraphs 9.5.118 through 9.5.126.

#### 9.4.6 Modular Engine Technical Directive Compliance

a. It shall be the policy of the **IMA** to incorporate all immediate changes, within their capability, while the engine is in the possession of the **I-level** for repair.

- b. All **TDs** for modular engines will be issued against the module.
  - c. **WUC** will be that of the module or component of the module but never the engine.
  - d. The **TEC** Field will reflect the equipment category and model/series of the engine. For modules, the engine application series (fourth position) will be "X", for example, the F404-GE-400 module would be TXAX. If a component is being sent from supply for TD compliance, the TEC will be for the equipment category model/series with an X in the application series (fourth position), for example, an F404-GE-400 engine component separate from a module would be TXAX.
  - e. If the TD applies to more than one module, a separate **MAF** will be issued for each module.
  - f. Transaction Code 41 will be used with modules that do not have a part number change.
  - g. Transaction Code 47 will be used for either a module with a part number change or a TD incorporation on a component. Removed/Old Item Fields and Installed/New Item Fields will be completed.
  - h. **JCN** will be that of the activity requesting the TD compliance.
  - i. When a complete engine is being turned in for a TD compliance, the **PSSN** will be reflected in the Discrepancy Field.
- NOTE:** If an engine or engine component sent to the IMA for a TD compliance is found to require repair, the IMA will inform the **O-level** activity which must provide a turn-in MAF for documenting the repair action. The original TD compliance MAF is destroyed and **Production Control** initiates a replacement TD compliance MAF using a supply JCN.
- j. Examples of TD compliance on modular engines, modules, and their associated components are in paragraphs 9.5.127 through 9.5.131.

#### 9.4.7 Engine or Module Component Cannibalization Actions for the Intermediate Maintenance Activity

**Production Control**, when authorized by Supply, will initiate cannibalization actions for awaiting parts repair or not mission capable supply or partial mission capable supply situations. The removal of components for cannibalization and the replacement of components after cannibalization will be documented on one **MAF** using the procedure outlined in paragraph 9.5.132.

#### 9.4.8 Documentation of Cartridges, Cartridge Actuated Devices, and Propellant Actuated Devices

Replacement of installed explosive devices requires an individual **MAF** for removal and replacement of each device. The removal and replacement action will be documented in the REMOVED/OLD ITEM and INSTALLED/NEW ITEM blocks using Transaction Code 18 or 19 (as appropriate). The WORK UNIT CODE block (A22) shall reflect the assigned **WUC** obtained from the WUC manual. The PART NUMBER blocks (E23 and G23) shall reflect the lot number of the devices being removed and installed. TIME/CYCLES blocks (E42 and G38) shall have an entry using Time/Cycle Prefix Code H and the container open date for **CARTs** or **CADs** and the propellant manufacture date for **PADs**. An example is in paragraph 9.5.133.

## 9.5 Documentation Explanations

### 9.5.1 End Item Repair (No Removed Component)

Figure 9-2 is an example of a **MAF** documented when repairing an end item if no repairable components are removed. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
 ACT ORG - I-level organization code; system generated.  
 TRANS - Must be 11 or 12. ([Appendix P](#)) (N261)  
 M/L - Must be 1. (N240)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed; first position must be D,G,H,M,S,V, or Y. (N240)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number; must be on data base. (N501/N240)  
 W/D - Enter the appropriate WD code. ([Appendix R](#)) (N240)  
 T/M - Enter the appropriate TM code. ([Appendix H](#)) (N240)  
 POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
 METER - Enter the appropriate meter time. (N240)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)  
 JOB CONTROL NUMBER - JCN system generated upon Production Control approval. (N248)  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.2 End Item Repair of a SEGTE (No Removed Component)

Figure 9-3 is an example of a **MAF** documented when repairing an end item if no repairable components from an **SEGTE** are removed. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data to identify the SEGTE, always enter numeric one (1) for engine position in FSCM field; for example, PDCA1: enter the failed part(s)/record supply requisition(s). A/T is 0, MAL Code is 000, and QTY is 00000. (N249/N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
 TRANS - Must be 12. ([Appendix P](#)) (N261)  
 M/L - Must be 1. (N240)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)

TYPE EQUIP - Enter the TEC for the item being processed. (N240)  
BU/SER NUMBER - Enter the appropriate bureau/serial number; must be on data base. (N501/N240)  
W/D - Enter the appropriate WD code. ([Appendix R](#)) (N240)  
T/M - Enter the appropriate TM code. ([Appendix H](#)) (N240)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
METER - Enter the appropriate meter time (if applicable). (N240)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter appropriate job status, Julian dates and times. (N240/N259/N260)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.3 End Item Repair (Removed Repairable Component)

[Figure 9-4](#) is an example of a MAF documented when repairing an end item that involved removal and replacement of a repairable component. A MAF with a different JCN is required for each removed repairable component. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisitions(s). (N249/N252/N279)  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240/N261)  
ACT ORG - System generated. (N276)  
TRANS - Must be 23. ([Appendix P](#)) (N261)  
M/L - Must be 1. (N240)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the TEC for the item being processed. (N240)  
BU/SER NUMBER - Enter the appropriate bureau/serial number; must be on data base. (N501/N240)  
W/D - Enter the appropriate WD code. ([Appendix R](#)) (N240)  
T/M - Enter the appropriate TM code. ([Appendix H](#)) (N240)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
METER - Enter the appropriate meter time (if applicable). (N240)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates the contract number. (N249)  
INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates the contract number. (N250)  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N248)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.4 Facilitate Other Maintenance Action

Figure 9-5 is an example of a FOM MAF. A FOM action is the removal and reinstallation of an RFI component from the same end item in support of another maintenance action on the end item. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisitions(s). (N251/N252/N279)

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240/N244)

ACT ORG - System generated. (N276)

TRANS - Must be 11. (Appendix P) (N261)

M/L - Enter the appropriate maintenance level. (N240/N244/N261)

A/T - Must be S. (Appendix E) (N261)

MAL CODE - Must be 800. (Appendix I) (N261)

I/P - Enter the total number of items processed. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - Enter the appropriate TEC. (N240/N244)

BU/SER NUMBER - Enter the appropriate bureau/serial number. (N244/N240)

W/D - Enter the appropriate WD code. (Appendix R) (N240/N244)

T/M - Enter the appropriate TM code. (Appendix H) (N240/N244)

POSIT - Enter the appropriate PSI (if applicable). (N240/N261/N244)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261/N244)

METER - Enter the appropriate meter time (if applicable). (N240/N244)

REPAIR CYCLE - Received date/time; system generated. In-work/compleved date/time; enter the appropriate Julian date and time. (N240/N259/N260/N244)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260/N244)

JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N240)

WORK CENTER - Enter the appropriate work center code. (Appendix S). (N240/N244)

DISCREPANCY - Enter the narrative description of the discrepancy. (N240/N244)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.5 Primary Work Center Repair Action

When more than one work center works on the same maintenance action (Figures 9-6, 9-7, and 9-8), one of them is designated the primary work center and the others are assisting work centers. Each work center participating in the maintenance action will generate a separate MAF with the same JCN. The primary work center describes the original method of discovery and accounts for the number of items processed. Assisting work centers document WD Code V. If the assisting and the primary work centers work on the same work unit coded item, the assisting work center accounts for 0 items processed. If they work on different work unit coded items, the assisting work center accounts for its number of items processed. Refer to paragraph 9.5.4 for an example of FOM actions. Figure 9-6 is an example of the MAF documented for a repair action requiring an assisting work center. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.



ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisitions(s). (N251/N252/N253)  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240/N261)  
ACT ORG - System generated. (N240)  
TRANS - Must be 11 or 12. ([Appendix P](#)) (N261)  
M/L - Enter the appropriate maintenance level. (N240)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Must be 800. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the TEC for the item being processed. (N240)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N240)  
W/D - Enter the appropriate WD code. ([Appendix R](#)) (N240)  
T/M - Enter the appropriate TM code. ([Appendix H](#)) (N240)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
METER - Enter the appropriate meter time (if applicable). (N240)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.6 Assisting Work Centers (Same WUC)

[Figure 9-7](#) is an example of an assisting work center working on a same work coded item. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisitions(s). (N251/N252/N253)  
WORK UNIT CODE - Must be the same as the primary work center's MAF. (N246/N261)  
ACT ORG - System generated. (N240)  
TRANS - Enter the appropriate transaction code. ([Appendix P](#)) (N261)  
M/L - Enter the appropriate maintenance level. (N246)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Items processed must be 0. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated.  
BU/SER NUMBER - System generated.  
W/D - System generated.  
T/M - System generated.  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N246)

METER - Enter the appropriate meter time (if applicable). (N246)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N240)  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246/N248)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.7 Assisting Work Centers (Different WUC)

[Figure 9-8](#) is an example of an assisting work center working on a different work unit coded item. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisitions(s). (N251/N252/N253)  
 WORK UNIT CODE - Must be the different than the primary work center. (N246/N261)  
 ACT ORG - System generated. (N240)  
 TRANS - Enter the appropriate transaction code. ([Appendix P](#)) (N261)  
 M/L - Enter the appropriate maintenance level. (N246)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N246)  
 METER - Enter the appropriate meter time (if applicable). (N246)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N240)  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246/N248)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.8 On-Equipment Cannibalization

Cannibalization is the removal of an [RFI](#) item from one piece of equipment so that it may be used in a different piece of equipment. Cannibalization is controlled by [Maintenance Control/Production Control](#), and should be authorized only when it appears that Supply cannot respond in time to avoid the curtailment of the



operational commitment. The cancellation of a cannibalization JCN should occur only if no cannibalization action has been physically started. In the event that the actual removal for cannibalization action has been initiated/completed and the requirement is then cancelled, reinstall the cannibalized item, documenting the action as if it were to FOM. Figure 9-9 is an example of cannibalization and subsequent replacement of a component from an end item and is documented on a MAF in normal manner of a removed and replaced component. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - System generated. (N249)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N247)  
 ACT ORG - System generated. (N240)  
 TRANS - System generated. (Appendix P) (N240/N261)  
 M/L - System generated. (N276/N261)  
 A/T - System generated. (Appendix E) (N240/N261)  
 MAL CODE - Enter the appropriate MAL code; must be 812, 813, or 814. (Appendix I) (N247/N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the equipment. (N247)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N247)  
 W/D - Enter WD code; must be O. (Appendix R) (N240)  
 T/M - TM code; must be B. (Appendix H) (N240)  
 POSIT - Enter the appropriate PSI (if applicable). (N247/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N247)  
 METER - Enter the appropriate meter time (if applicable). (N247)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N247/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times.  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
 INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N249)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N240/N248)  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N247)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N247)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.9 Support Equipment Turned-In by a Supported Activity for Scheduled or Unscheduled Maintenance (Excluding PME)

Figures 9-10 and 9-11 are examples of a turn-in MAF from a supported activity requesting scheduled or unscheduled maintenance on a piece of SE. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code SI.

ENTRIES REQUIRED SIGNATURE - Not required.  
 ACCUMULATED WORK HOURS - Not required.  
 FAILED/REQUIRED MATERIAL - Not required.  
 WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
 ACT ORG - System generated. (N271)  
 TRANS - Not required.

M/L\* - System generated. (N271)  
 A/T - Not required.  
 MAL CODE - Not required.  
 I/P - Not required.  
 HOURS - Not required.  
 EMT - System generated.  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate serial number. (N271)  
 W/D\* - Enter WD Code O. ([Appendix R](#)) (N271)  
 T/M\* - Enter the appropriate TM code. ([Appendix H](#)) (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated.  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM - Not required.  
 JOB CONTROL NUMBER\* - Enter the JCN from the activity turning in the equipment. (N271)  
 WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. Enter the point of contact. (N271)  
 CORRECTIVE ACTION - Not required.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
 PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
 MAINT CONTROL - Not required.

#### 9.5.10 Turn-In Document (Off-Equipment Repair)

Figure 9-12 is an example of the turn-in document to initiate an off-equipment repair of a removed component. A separate turn-in document with the same JCN as the removal MAF is required for each removed component to be repaired. The following data fields are system generated. Automated AMSU induction (N270) displays the following information.

WORK UNIT CODE - System generated.  
 ACT ORG - I-level organization code; system generated.  
 TRANS - ([Appendix P](#))  
 M/L - System generated.  
 A/T - Enter the appropriate AT code. ([Appendix E](#))  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#))  
 I/P - Enter the total number of items processed.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Enter the appropriate PSI (if applicable).  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable).  
 REPAIR CYCLE - Received date/time; system generated. (Optional)  
 MAINTENANCE/SUPPLY REC - System generated. (Optional)  
 REMOVED/OLD ITEM - System generated.  
 JOB CONTROL NUMBER - System generated.  
 WORK CENTER - System generated.  
 DISCREPANCY - System generated.  
 CORRECTIVE ACTION - Applies to auto BCM actions.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Applies to auto BCM actions.  
 MAINT CONTROL - No entry allowed.

### 9.5.11 Turn-In Document SEGTE Repair

Figure 9-13 is an example of the turn-in document to initiate an off-equipment repair of SEGTE. The following data fields are system generated. Automated AMSU induction (N270) displays the following information:

WORK UNIT CODE - System generated.  
 ACT ORG - I-level organization code; system generated.  
 TRANS - Transaction code. (Appendix P)  
 M/L - System generated.  
 A/T - Enter the appropriate AT code. (Appendix E)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I)  
 I/P - Enter the total number of items processed.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Enter the appropriate PSI (if applicable).  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable).  
 REPAIR CYCLE - Received date/time; system generated. (Optional)  
 MAINTENANCE/SUPPLY REC - System generated. (Optional)  
 REMOVED/OLD ITEM - System generated.  
 JOB CONTROL NUMBER - System generated.  
 WORK CENTER - System generated.  
 DISCREPANCY - System generated.  
 CORRECTIVE ACTION - Applies to auto BCM actions.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Applies to auto BCM actions.  
 MAINT CONTROL - No entry allowed.

### 9.5.12 Off-Equipment Component Repair

Figure 9-14 is an example of a completed off-equipment component repair action documented by completing the turn-in MAF. This is the last MAF required if no repairable subassemblies are removed on the component. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N249/N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being processed. System generated.  
 ACT ORG\* - I-level organization code. System generated.  
 TRANS - Must be 31 or 32. (Appendix P) (N261)  
 M/L\* - Must be 2. System generated.  
 A/T - Enter the appropriate AT code. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 TYPE EQUIP\* - Enter the TEC for the item being processed. System generated.  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base. System generated.  
 W/D\* - Enter the appropriate WD code. System generated. (Appendix R)  
 T/M\* - Enter the appropriate TM code. System generated. (Appendix H)  
 POSIT\* - Enter the appropriate PSI (if applicable). System generated. (N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. System generated.  
 WORK CENTER\* - Enter the appropriate work center code. System generated. (Appendix S).  
 DISCREPANCY\*- Enter the narrative description of the discrepancy. System generated.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.13 Suffix Turn-In Document

Figure 9-15 is an example of the suffix **MAF** turn-in document to initiate an off-equipment repair of a subassembly removed from a component. A separate turn-in document with a different suffix of the **JCN** used for component removal is required for each removed subassembly. The following data fields are system generated. Automated **AMSU** Induction (N270) displays the following information.

WORK UNIT CODE - System generated.  
 ACT ORG - I-level organization code; system generated.  
 TRANS - (Appendix P)  
 M/L - System generated.  
 A/T - Enter the appropriate AT code. (Appendix E)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I)  
 I/P - Enter the total number of items processed.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Enter the appropriate PSI (if applicable).  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable).  
 REPAIR CYCLE - Received date/time; system generated.  
 MAINTENANCE/SUPPLY REC - System generated.  
 REMOVED/OLD ITEM - System generated.  
 JOB CONTROL NUMBER - System generated.  
 WORK CENTER - Blank.  
 DISCREPANCY - System generated.  
 CORRECTIVE ACTION - Applies to auto BCM actions.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Applies to auto BCM actions.  
 MAINT CONTROL - No entry allowed.

### 9.5.14 Off-Equipment Subassembly Repair

Figure 9-16 is an example of a completed off-equipment component repair action documented by completing the turn-in suffix **MAF**. This is the last MAF required if no repairable sub-subassemblies are removed from the subassembly. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N249/N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being processed. System generated.  
 ACT ORG\* - I-level organization code. System generated.  
 TRANS - Must be 31 or 32. (Appendix P) (N261)  
 M/L\* - Must be 2. System generated.

A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
TYPE EQUIP\* - Enter the TEC for the item being processed. System generated.  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. System generated.  
W/D\* - Enter the appropriate WD code. System generated. ([Appendix R](#))  
T/M\* - Enter the appropriate TM code. System generated. ([Appendix H](#))  
POSIT\* - Enter the appropriate PSI (if applicable). System generated. (N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. System generated.  
JOB CONTROL NUMBER\* - JCN system generated.  
WORK CENTER\* - Enter the appropriate work center code. System generated. ([Appendix S](#)).  
DISCREPANCY\* - Enter the narrative description of the discrepancy. System generated.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** If repairable sub-assemblies are removed, repeat the procedures described in paragraphs [9.5.13](#) and [9.5.14](#). [NALCOMIS](#) will automatically assign a double suffix **JCN** as outlined in [Chapter 8](#).

### 9.5.15 Inspection Control Document

[Figure 9-17](#) is an example of an inspection control document. [Production Control](#) will generate a control MAF for each look phase inspection. The control document has a special JCN constructed as per [Chapter 8](#), and is used to accumulate the man-hours ([NALCOMIS](#) will track [EMT](#)) expended by the primary work center controlling the inspection. Control documents will account for 1 item processed. If the primary work center performs the entire inspection, the control document is the only MAF required. If more than one work center is involved in the look phase, the control MAF will show 1 item processed and 0.0 man-hours and the supporting look phase MAF will show 0 items processed and accumulated man-hours. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the total number of man-hours if combined with look phase. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N251/N252/N253)  
WORK UNIT CODE - First three positions must be 030. (N242)  
ACT ORG - I-level organization code. System generated.  
TRANS - Must be 11. ([Appendix P](#)) (N242)  
M/L - Enter the appropriate maintenance level. (N242/N261)  
A/T - System generated. ([Appendix E](#))  
MAL CODE - Must be 000. System generated. ([Appendix I](#))  
I/P - Must be 01. (N261)  
TYPE EQUIP - Enter the TEC. (N242)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N242)  
W/D - System generated. ([Appendix R](#)) (N242)  
T/M - System generated. ([Appendix H](#)) (N242)  
POSIT - Enter the appropriate PSI (if applicable). (N242/N261)  
SFTY/EI - Not required.  
METER - Enter the appropriate meter time (if applicable). (N242)



REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N242/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N242/N259/N260)

JOB CONTROL NUMBER - JCN system generated.

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N242)

DISCREPANCY - Enter the narrative description of the discrepancy. (N242)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.16 Inspection Look Phase Supporting Document

[Figure 9-18](#) is an example of an inspection supporting document. Each assisting work center participating in the inspection will generate a look phase supporting [MAF](#). [NALCOMIS](#) will provide the same [JCN](#) as the control MAF. Supporting documents are used to accumulate the man-hours expended by assisting work centers. Supporting documents will account for 0 items processed. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the total number of man-hours if combined with look phase. (N262/N259)

FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N251/N252/N253)

WORK UNIT CODE - First three positions must be 030. (N242/N243)

ACT ORG - I-level organization code. System generated.

TRANS - Must be 11. ([Appendix P](#)) (N242/N243)

M/L - Enter the appropriate maintenance level. (N242/N243/N261)

A/T - System generated. ([Appendix E](#))

MAL CODE - Must be 000. System generated. ([Appendix I](#))

I/P - Must be 00. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

- System generated.

TYPE EQUIP - Enter the appropriate TEC. (N242)

BU/SER NUMBER - Enter the appropriate bureau/serial number. (N242)

W/D - System generated. ([Appendix R](#)) (N242)

T/M - System generated. ([Appendix H](#)) (N242)

POSIT - Enter the appropriate PSI (if applicable). (N242/N243/N261)

SFTY/EI - Not required.

METER - Enter the appropriate meter time (if applicable). (N242)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N242/N243/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N242/N259/N260)

JOB CONTROL NUMBER - JCN system generated.

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N242/N243)

DISCREPANCY - Enter the narrative description of the discrepancy. (N242/N243)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.17 Inspection Fix Phase Document

Figure 9-19 is an example of the fix document. Fix phase MAFs are used to document repair of discrepancies discovered during an inspection. A fix phase MAF has an alpha/numeric JCN (NALCOMIS auto assigns this JCN) constructed per Chapter 8. The WUC identifies the failed component/system. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line function.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N249/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC for the item being processed. (N244)  
 ACT ORG - I-level organization code; system generated.  
 TRANS - Enter the appropriate transaction code. (Appendix P) (N261)  
 M/L - System generated. (N244)  
 A/T - Enter the appropriate AT code. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate malfunction code. (Appendix I) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated. (Appendix R)  
 T/M - System generated. (Appendix H)  
 POSIT - Enter the appropriate PSI (if applicable). (N244/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)  
 METER - Enter the appropriate meter time (if applicable). (N242)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N244/N259/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
 INSTALLED/NEW ITEM - Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N249)  
 JOB CONTROL NUMBER - JCN system generated.  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N244)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N244)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.18 End Item TD Compliance (No Removal Component)

Figure 9-20 is an example of a TD compliance MAF documenting an end item TD with no removed component. For each component removed, a separate TD compliance turn-in document is generated. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

**NOTE:** TDs must reside in the configuration sub-system prior to the TD MAF being initiated. (N329)

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)  
 ACT ORG - System generated. (N276)  
 TRANS - Trans Code 41. ([Appendix P](#)) (N261/N276)  
 M/L - Must be 1. (N276)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261/N276))  
 MAL CODE - Leave blank.  
 I/P - Enter the total number of items processed. (N261/N276)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N276)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)  
 W/D - Not required.  
 T/M - Not required.  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260/N276)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N276/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data, if required. (N249)  
 INSTALLED/NEW ITEM - Enter the appropriate data, if required. (N249)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N276)  
 WORK CENTER - Enter the appropriate work center. (N276)  
 DISCREPANCY - Enter the narrative description of the discrepancy. System generated.  
 CORRECTIVE ACTION - Enter the narrative description. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

### 9.5.19 TD Compliance Supporting MAF

Figure 9-21 is an example of a [TD](#) compliance supporting [MAF](#); note the TD compliance is not identified. The following data fields require entries or are of special interest. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240/N248)  
 ACT ORG - System generated. (N240)  
 TRANS - Transaction Code 11. ([Appendix P](#)) (N240/N261)  
 M/L - Must be 1. (N276/N261)  
 A/T - AT code must be S. ([Appendix E](#)) (N240/N261)  
 MAL CODE - MAL code; must be 804. ([Appendix I](#)) (N240/N261)  
 I/P - Enter the total number of items processed. (N240/N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC. The TEC entered on the TD compliance facilitate MAF will be a G, H, M, S or V series code that identifies the end item the component was removed from. (N240)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N240)  
 W/D - WD code; must be O. ([Appendix R](#)) (N240)  
 T/M - TM code, must be B. ([Appendix H](#)) (N240)  
 POSIT - Enter the appropriate PSI (if applicable). (N240/N260)  
 SFTY/EI - Not required.  
 TECHNICAL DIRECTIVE ID - Not required.



REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date/time. (N259/N260/N248)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Not required.  
INSTALLED NEW/ITEM - Not required.  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N240/N248)  
WORK CENTER - Enter the appropriate work center. (N240)  
DISCREPANCY - Enter the narrative description. (N240)  
CORRECTIVE ACTION - Enter the narrative description. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

#### 9.5.20 TD Compliance Turn-In Document

Figure 9-22 is an example of a TD compliance turn-in document to initiate off-equipment compliance with a TD. The TD compliance turn-in document is a MAF with the same JCN as the component removal document. For component TD compliance actions on supply stock, the TD compliance turn-in document will be generated by the Supply Department, NALCOMIS will auto-assign a supply JCN, no removal document is required. The following data fields require entries or are system generated/updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Not required.  
ACCUMULATED WORK HOURS - Not required.  
FAILED/REQUIRED MATERIAL - Not required.  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)  
ACT ORG - System generated. (N276)  
TRANS - Enter Transaction Code 47. (Appendix P) (N276/N261)  
M/L - Enter the appropriate maintenance level. (N276/N261)  
A/T - Enter the appropriate AT code. (Appendix J) (N276/N261)  
MAL CODE - Not required.  
I/P - Not required.  
HOURS - Not required.  
EMT - Not required.  
TYPE EQUIP - Enter the TEC. The TEC must be a Y series code for a component TD compliance. (N276)  
BU/SER NUMBER - Enter the appropriate component serial number or 000000 if nonserialized. (N276)  
W/D - Not required.  
T/M - Not required.  
POSIT - Not required.  
SFTY/EI - Not required.  
TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)  
REPAIR CYCLE - Received Date/Time; system generated. (N276)  
MAINTENANCE/SUPPLY REC - Not required.  
REMOVED/OLD ITEM - Enter the appropriate data as required. (N276)  
INSTALLED/NEW ITEM - Not required.  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N276/N248)  
WORK CENTER - Enter the appropriate work center. (N276)  
DISCREPANCY - Enter the narrative description. (N276)  
CORRECTIVE ACTION - Not required.  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
MAINT CONTROL - Not required.

#### 9.5.21 Off-Equipment TD Compliance Action

Figure 9-23 is an example of a completed off-equipment TD compliance action. Off-equipment TD compliance actions are documented by completing the TD compliance turn-in document. The following data

fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)  
 ACT ORG - System generated. (N276)  
 TRANS - Transaction code must be 47. ([Appendix P](#)) (N261)  
 M/L - Must be 2. (N276/N261)  
 A/T - Enter the appropriate technical directive code. ([Appendix J](#)) (N276/N261)  
 MAL CODE - Leave blank.  
 I/P - Enter the total number of items processed. (N276/N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N276)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)  
 W/D - Not required.  
 T/M - Not required.  
 POSIT - PSI (if applicable). (N261/N276)  
 SFTY/EI - Not required.  
 TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date/time. (N259/N260/N248)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates/times. (N259/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data, if required. (N276)  
 INSTALLED NEW/ITEM - Enter the appropriate data, if required. (N250)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N276/N248)  
 WORK CENTER - Enter the appropriate work center. (N276)  
 DISCREPANCY- Enter the narrative description. (N276)  
 CORRECTIVE ACTION - Enter the narrative description. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

### 9.5.22 TD Compliance Removal (On-Equipment)

[Figure 9-24](#) is an example of a completed on-equipment TD compliance removal which is documented in the same manner as TD incorporations except for data field action taken. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)  
 ACT ORG - System generated. (N276)  
 TRANS - Transaction code must be 41. ([Appendix P](#)) (N261)  
 M/L - Must be 1. (N276/N261)  
 A/T - Technical directive status code must be Q. ([Appendix J](#)) (N276/N261)  
 MAL CODE - Leave blank.  
 I/P - Enter the total number of items processed. (N276/N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N276)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)

W/D - Not required.  
T/M - Not required.  
POSIT - PSI (if applicable). (N261/N276)  
SFTY/EI - Not required.  
TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date/time. (N259/N260/N248)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates/times. (N259/N260)  
REMOVED/OLD ITEM - Not required.  
INSTALLED NEW/ITEM - Not required.  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N276/N248)  
WORK CENTER - Enter the appropriate work center. (N276)  
DISCREPANCY - Enter the narrative description. (N276)  
CORRECTIVE ACTION - Enter the narrative description. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

### 9.5.23 Inventory Transaction (Gain)

Figure 9-29 is an example of a MAF documented when reporting an equipment gain. The following data fields are system generated or updated by using on-line functions:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
WORK UNIT CODE - Not required.  
ACT ORG - System generated. (N501)  
TRANS - Transaction code; system generated.  
M/L - Not required.  
A/T - Not required.  
MAL CODE - Not required.  
I/P - Not required.  
TYPE EQUIP - Enter the appropriate TEC. (N501)  
BU/SER NUMBER - Enter the serial number of the item being processed. The serial number is always six characters and not zeros. If there are fewer than six characters, prefix the number with zeros until there are six. If there are more than six characters, enter only the last six. If there is no serial number (due to missing name plates, etc.) create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, such as A9D001 or A9DAAT. This assigned serial number is to be affixed to the equipment and will remain with the unit until the equipment is stricken from naval inventory.  
W/D - Not required.  
T/M - Not required.  
METER - Enter the appropriate meter time in whole hours (no tenths) or cycle/starts from the equipment meter. Prefix with enough zeros and the letter M or S to make a total of five positions, such as M0921. If the equipment has no meter, enter A0000.  
INV CD - Enter the appropriate inventory code. [Appendix F](#). (N501)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated.  
MAINTENANCE/SUPPLY REC - Not required.  
REMOVED/OLD ITEM - Not required.  
JOB CONTROL NUMBER - Not required.  
WORK CENTER - Not required.  
DISCREPANCY - Not required.  
CORRECTIVE ACTION - System generated.  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
SUPERVISOR - Name of person performing. (N501)  
MAINT CONTROL - Not required.

### 9.5.24 Inventory Transaction (Loss)

Figure 9-30 is an example of a **MAF** documented when reporting an equipment loss. The following data fields are system generated or updated by using on-line functions:

WORK UNIT CODE - Not required.  
 ACT ORG - Enter the appropriate organization code. (N503)  
 TRANS - Transaction code; system generated.  
 M/L - Not required.  
 A/T - Not required.  
 MAL CODE - Not required.  
 I/P - Not required.  
 TYPE EQUIP - Enter the appropriate TEC. First position must be D, G, H, M, S, V, or Y. (N503)  
 BU/SER NUMBER - Enter the serial number of the item being processed. Refer to [paragraph 9.5.23](#).  
 W/D - Not required.  
 T/M - Not required.  
 METER - Enter the appropriate meter time in whole hours (no tenths) or cycle/starts from the equipment meter. Prefix with enough zeros and the letter M or S to make a total of five positions, such as M0921. If the equipment has no meter, enter A0000.  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated.  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM - Not required.  
 JOB CONTROL NUMBER - Not required.  
 WORK CENTER - Not required.  
 DISCREPANCY - Not required.  
 CORRECTIVE ACTION - System generated.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - System generated.  
 MAINT CONTROL - Not required.

### 9.5.25 Removed Component for Calibration

Figure 9-31 is an example of a **MAF** documenting the removal of a component for processing to the **PME** work center on a **METER** card. If informed that the component failed, the transaction code data field will be 23; action taken will be R and the REMOVED/OLD and the INSTALLED/NEW fields will be filled in. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the **AMSU** induction (N271).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N249/N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being processed.  
 ACT ORG\* - I-level organization code.  
 TRANS - Must be 11. ([Appendix P](#)) (N261)  
 M/L - Must be 1.  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y. (N240)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N240)  
 W/D - Enter the appropriate WD code. ([Appendix R](#)) (N240/N261)

T/M - Enter the appropriate TM code. ([Appendix H](#)) (N240/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. System generated.  
JOB CONTROL NUMBER - System generated. (N240)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.26 Component Turn-In Document

[Figure 9-32](#) is an example of a turn-in document to initiate repair of a removed component being received from an external activity. A separate turn-in document with the same JCN as the removal [MAF](#) is required for each removed component to be repaired. (\*) denotes those data fields completed by the [AMSU](#) induction (N271). Type MAF Code "D".

WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
ACT ORG - I-level organization code; system generated.  
TRANS - Not required, unless item is an auto BCM action.  
M/L\* - Must be 2. (N271)  
A/T - Not required, unless item is an auto BCM action.  
MAL CODE - Not required, unless item is an auto BCM action.  
I/P - Not required, unless item is an auto BCM action.  
TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base.(N271)  
W/D\* - Enter the appropriate WD code. ([Appendix R](#)) (N271)  
T/M\* - Enter the appropriate TM code. ([Appendix H](#)) (N271)  
POSIT\* - Enter the appropriate PSI; if applicable. (N271)  
SFTY/EI\* - Enter the appropriate safety/EI number; if applicable. (N271)  
REPAIR CYCLE\* - System generated, may be updated upon induction. (N271)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
JOB CONTROL NUMBER\* - Assigned JCN from the requesting activity. (N271)  
WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). Auto assigned if on the ICRL. (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
TURN-IN DOCUMENT\* - Enter the appropriate requisition number for the replacement component. (N271)  
CORRECTIVE ACTION\* - Not required, unless item is an auto BCM action. (N271)  
CORRECTED BY/INSPECTED BY/SUPERVISOR\* - Not required, unless item is an auto BCM action. (N271)

#### 9.5.27 BCM Action (AMSU)

[Figure 9-33](#) is an example of a [BCM](#) action at [AMSU](#). ASD will retain a [MAF](#) as a suspense copy, and the component will be forwarded to the [IMA](#) screening unit. The AMSU performs administrative screening of the component to determine if a check/test/repair capability exists in the IMA work centers. If it does not, the AMSU completes the MAF in the following manner. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D". AMSU and work centers will not document any man-hours on BCM 1 MAFs.



WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
 ACT ORG - I-level organization code; system generated.  
 TRANS\* - Must be 31. (N271)  
 M/L\* - Must be 2. (N271)  
 A/T\* - Must be 1 or 8. (N271)  
 MAL CODE\* - Enter the appropriate MAL code. ([Appendix I](#)) (N271)  
 I/P\* - Must be 1. (N271)  
 HOURS\* - System generated from accumulated work hours field. (N271)  
 TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base. (N271)  
 W/D\* - Enter the appropriate WD code. ([Appendix R](#)) (N271)  
 T/M\* - Enter the appropriate TM code. ([Appendix H](#)) (N271)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N271)  
 REPAIR CYCLE\* - System generated, may be updated upon induction. (N271)  
 REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
 JOB CONTROL NUMBER\* - Assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center code 05A. Auto assigned if on the ICRL. ([Appendix S](#)). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 TURN-IN DOCUMENT - Enter the appropriate requisition number for the replacement component. (N271)  
 CORRECTIVE ACTION\* - System generated. (N271)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR\* - Signature is electronically posted to the MAF, based on the individual PASSWORD/SMQ. NALCOMIS will create the appropriate mailbox messages as required. (N271)  
 MAINT CONTROL - Signature electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.28 Troubleshooting Close Out

Figure 9-34 is an example of a MAF documented for the reporting of man-hours expended in troubleshooting. NALCOMIS will create the close-out MAF automatically by performing the basic MAF update function and indicating the close-out to be performed. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - System generated.  
 WORK UNIT CODE - Same as original MAF. System generated.  
 ACT ORG - I-level organization code. System generated.  
 TRANS - System generated.  
 M/L - System generated.  
 A/T - System generated.  
 MAL CODE - System generated.  
 I/P - System generated.  
 HOURS - System generated from accumulated work hours field.  
 EMT - System generated.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 METER - System generated.  
 REPAIR CYCLE - System generated.  
 MAINTENANCE/SUPPLY REC - System generated.  
 JOB CONTROL NUMBER - Same as original MAF. System generated.  
 WORK CENTER - System generated.  
 DISCREPANCY - System generated.  
 CORRECTIVE ACTION - System generated.

CORRECTED BY/INSPECTED BY/SUPERVISOR - System generated as required.

### 9.5.29 Assisting Work Center (Same WUC)

Figure 9-35 is an example of an assisting work center working on a same work unit coded item. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N251/N252/N253)  
WORK UNIT CODE - Must be the same as the primary work center's MAF. (N246/N261)  
ACT ORG - System generated. (N240)  
TRANS - Enter the appropriate transaction code. (Appendix P) (N261)  
M/L - Enter the appropriate maintenance level. (N246)  
A/T - Enter the appropriate AT code. (Appendix E) (N261)  
MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
I/P - Items processed must be 0. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated.  
BU/SER NUMBER - System generated.  
W/D - System generated.  
T/M - System generated.  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
METER - Enter the appropriate meter time (if applicable). (N246)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N246)  
WORK CENTER - Enter the appropriate work center code. (Appendix S). (N246)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.30 Assisting Work Center (Different WUC)

Figure 9-36 is an example of an assisting work center working on a different work unit coded item. For NDI actions done on assist MAF refer to paragraphs 9.5.47 and 9.5.48 for action taken and MAL code. The transaction code will be 11 for NDI assists. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N251/N252/N253)  
WORK UNIT CODE - Must be the different than the primary work center. (N246/N261)  
ACT ORG - System generated. (N240)  
TRANS - Enter the appropriate transaction code. (Appendix P) (N261)  
M/L - Enter the appropriate maintenance level. (N246)  
A/T - Enter the appropriate AT code. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
 METER - Enter the appropriate meter time (if applicable). (N246)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
 JOB CONTROL NUMBER - System generated upon Production Control approval (N246).  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.31 Component Repaired Using a Repairable Subassembly

Figure 9-37 is an example of removal, replacement, and subsequent repair actions on subassemblies/modules of a major component. When a defective subassembly/module is removed from a major component undergoing repair in the [IMA](#), and the repair of these items is accomplished as a separate job, [NALCOMIS](#) will generate a proper sequenced suffix [JCN](#) after the requested parts are approved. The failed/required material field is used to document the repair of the major component. Enter the following information for each subassembly/module removed. Complete the remainder of the [MAF](#) as specified in [paragraph 9.1.3](#). The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the [AMSU](#) induction (N271).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). Upon approval of the requested subassemblies/modules by Production Control, [NALCOMIS](#) will auto assign a DDSN to each failed/required line of the MAF. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the unit being processed.  
 ACT ORG - I-level organization code.  
 TRANS - Must be 31 or 32. ([Appendix P](#)) (N261)  
 M/L - Must be 2.  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate BU/SER NUMBER (N271)  
 W/D\* - Enter the appropriate WD code. ([Appendix R](#)) (N271)  
 T/M\* - Enter the appropriate TM code. ([Appendix H](#)) (N271)  
 POSIT - Enter the appropriate PSI (if applicable). (N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)



REPAIR CYCLE\* - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260/N271)  
MAINTENANCE/SUPPLY REC\* - Enter the appropriate job status, Julian dates and times. (N259/N260/N271)  
REMOVED/OLD ITEM\* - Enter the appropriate removed/old item data. (N271)  
JOB CONTROL NUMBER\* - Enter the appropriate JCN. (N271)  
WORK CENTER\* - If the CAGE/part number is on the data base ICRL, the work center will be electronically posted to the turn-in MAF for each repairable. If CAGE/part number is not on the ICRL, enter the appropriate work center code. ([Appendix S](#)). (N271)  
DISCREPANCY\* - Enter the discrepancy. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.32 Subassembly/Module Repair (Suffix)

[Figure 9-38](#) is an example of a subassembly repair action documented by completing the suffix [MAF](#). This is the last MAF required if no repairable subassemblies are removed from the subassembly. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). Upon approval of the requested subassemblies/modules by Production Control, NALCOMIS will auto assign a DDSN to each failed/required line of the MAF. (N251/N252/N253)  
WORK UNIT CODE - System generated. (N251/N252)  
ACT ORG - I-level organization code.  
TRANS - Must be 31 or 32. ([Appendix P](#)) (N261)  
M/L - System generated; must be 2. (N251/N252)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated.  
BU/SER NUMBER - System generated.  
W/D - System generated. (N251)  
T/M - System generated. (N251)  
POSIT - Enter the appropriate PSI (if applicable). (N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
JOB CONTROL NUMBER - System generated. (N251/N252)  
WORK CENTER - If the FSCM/part number is on the data base ICRL, the work center will be electronically posted to the turn-in MAF for each repairable. If FSCM/part number is not on the ICRL, enter the appropriate work center code. ([Appendix S](#)). (N270)  
DISCREPANCY - System generated.  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**9.5.33 Sub-Subassembly/Module Repair (Double Suffix)**

Figure 9-39 is an example of a sub-subassembly repair action documented by completing the double suffix **MAF**. The failed/required material field is used to document the repair of the sub-subassembly. Enter information for those items which are known or suspected to have contributed to the discrepancy. **NALCOMIS** will generate the proper sequenced double suffix **JCN**. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). Upon approval of the requested sub-subassemblies/modules by Production Control **NALCOMIS** will auto assign a DDSN to each failed/required line of the **MAF**. (N251/N253)  
 WORK UNIT CODE - System generated. (N251)  
 ACT ORG - I-level organization code.  
 TRANS - Must be 31 or 32. ([Appendix P](#)) (N261)  
 M/L - System generated; must be 2. (N251)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated. (N251)  
 BU/SER NUMBER - System generated. (N251)  
 W/D - System generated. (N251)  
 T/M - System generated. (N251)  
 POSIT - Enter the appropriate PSI (if applicable). (N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM - System generated.  
 JOB CONTROL NUMBER - System generated.  
 WORK CENTER - If the FSCM/part number is on the data base ICRL, the work center will be electronically posted to the turn-in **MAF** for each repairable. If FSCM/part number is not on the ICRL, enter the appropriate work center code. ([Appendix S](#)). (N270)  
 DISCREPANCY - System generated. (N251)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the **MAF**, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the **MAF**, based on the individual's SMQ. (N265)

**9.5.34 Cannibalization (End Item)**

Figure 9-40 is an example of a cannibalization of an end item. The removal of items for cannibalization will be documented on a **MAF** using the appropriate function and procedures listed in [paragraph 9.1.3](#). The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N249/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC for the item being processed. (N247)  
 ACT ORG - I-level organization code. System generated.

TRANS - System generated. (Appendix P) (N247)  
M/L - System generated. (N247)  
A/T - System generated. (Appendix E) (N247)  
MAL CODE - Enter the appropriate MAL code; must be 812, 813, 814, 815, 816, 817, or 818<. (Appendix I). (N247/N261)/FONT>  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the TEC for the equipment. (N247)  
BU/SER NUMBER - Enter the appropriate bureau/serial number; must be on the data base. (N247)  
W/D - System generated.  
T/M - System generated.  
POSIT - Enter the appropriate PSI (if applicable). (N247/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N247/N261)  
METER - Enter the appropriate meter time (if applicable). (N247)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N247N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N247/N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
JOB CONTROL NUMBER - JCN system generated.  
WORK CENTER - Enter the appropriate work center code. (Appendix S). (N247)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N247)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.35 Cannibalization (From AWP Component)

Figure 9-41 is an example of cannibalization from an AWP component. If a joint decision is made by supply and IMA to cannibalize instead of placing the repairable component AWP, the following information will be entered in the FAILED/REQUIRED MATERIAL fields on the MAF from which the serviceable repairable/consumable item is removed. NALCOMIS performs this function automatically. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

**NOTE: By performing these functions within NALCOMIS the fields identified below as "Not required" will be completed as the MAF sign-off occurs.**

ENTRIES REQUIRED SIGNATURE - Not required.  
ACCUMULATED WORK HOURS - Not required.  
FAILED/REQUIRED MATERIAL - System generated. (N254)  
WORK UNIT CODE - Not required.  
ACT ORG - Not required.  
TRANS - Not required.  
M/L - Not required.  
A/T - System generated. (N254)  
MAL CODE - System generated. (N254)  
I/P - Not required.  
HOURS - Not required.  
EMT - Not required..  
TYPE EQUIP - Not required.

BU/SER NUMBER - Not required.  
 W/D - Not required.  
 T/M - Not required.  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Not required.  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM - Not required.  
 JOB CONTROL NUMBER - Not required.  
 WORK CENTER - Not required.  
 DISCREPANCY - Not required.  
 CORRECTIVE ACTION - Not required.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
 MAINT CONTROL - Not required.

### 9.5.36 Cannibalization (Off-Equipment)

Figure 9-42 is an example of cannibalization of an item from a repairable component or subassembly that is documented in the FAILED/REQUIRED MATERIAL section of the MAF for the component/subassembly from which the item was cannibalized. The removed item is considered to have caused AWP but is not a "failed part" of the component/subassembly from which it was cannibalized. It may be a failed part of the component for which it was cannibalized. Identify the removed item in the normal manner of a required part that caused AWP and transfer the requisition to this JCN. NALCOMIS performs this function automatically. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

**NOTE: By performing these functions within NALCOMIS the fields identified below as "Not required" will be completed as the MAF sign-off occurs.**

ENTRIES REQUIRED SIGNATURE - Not required.  
 ACCUMULATED WORK HOURS - Not required.  
 FAILED/REQUIRED MATERIAL - Indicate (as appropriate) the FP and AWP blocks and fill in the AT and MAL blocks (as required), QTY (as required), PROJ and PRI (as appropriate), Julian date ordered and REQ NO (as applicable). System generated. (N254)  
 WORK UNIT CODE - Not required.  
 ACT ORG - Not required.  
 TRANS - Not required.  
 M/L - Not required.  
 A/T - System generated. (N254)  
 MAL CODE - System generated. (N254)  
 I/P - Not required.  
 HOURS - Not required.  
 EMT - Not required.  
 TYPE EQUIP - Not required.  
 BU/SER NUMBER - Not required.  
 W/D - Not required.  
 T/M - Not required.  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Not required.  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM - Not required.  
 JOB CONTROL NUMBER - Not required.  
 WORK CENTER - Not required.  
 DISCREPANCY - Not required.  
 CORRECTIVE ACTION - Not required.

CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
MAINT CONTROL - Not required.

### 9.5.37 Matched Set (Repair and No Repair)

Figure 9-43 and Figure 9-44 are examples of a MAF documented when processing a matched set. Figure 9-43 illustrates repair action and Figure 9-44 illustrates no repair action.. When the "no defect" component is determined at the IMA, it will be documented per paragraph 9.1.3 with the following exceptions: Action taken must be A, MAL code must be 806. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed part(s), and/or record supply requisition(s). (N251/N252/N253)  
WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
ACT ORG - I-level organization code.  
TRANS - Must be 31 or 32. (Appendix P) (N261)  
M/L\* - Must be 2. (N271)  
A/T - Enter the appropriate AT code. (Appendix E) (N261)  
MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number, must be on data base. (N271)  
W/D\* - Enter the appropriate WD code. (Appendix R) (N261/N271)  
T/M\* - Enter the appropriate TM code. (Appendix H) (N261/N271)  
POSIT\* - Enter the appropriate PSI (if applicable). (N261/N271)  
SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N261/N271)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260/N271)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260/N271)  
REMOVED/OLD ITEM\*-Enter the appropriate removed/old item data. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
JOB CONTROL NUMBER\* - Enter the assigned JCN. (N271)  
WORK CENTER\* - Enter the appropriate work center code, auto assigned if FSCM/part number is on data base ICRL. (Appendix S). (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.38 Tire and Wheel Documentation (Tires Prepositioned in W/C and Ordering Replacement Tire)

Figures 9-45 and 9-46 are examples of the MAF documented for aircraft tire and wheel actions. The work center will document tire identification and BCM data in the failed/required material fields of the MAF. Using AMSU Receipt, and various on-line functions the following data fields require entry. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N260/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data (as required). (N251)  
WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)



ACT ORG - I-level organization code. System generated.  
 TRANS - Must be 31 or 32. (Appendix P) (N261/N271)  
 I/P\* - Enter the total number of items processed. (N261/N271)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - Not required.  
 TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number, must be on data base. (N271)  
 W/D\* - Enter the appropriate WD code. (Appendix R) (N271)  
 T/M\* - Enter the appropriate TM code. (Appendix H) (N271)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N271)  
 METER - Not required.  
 REPAIR CYCLE\* - System generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM\* - Enter the appropriate removed/old item data. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
 INSTALLED/NEW ITEM - Not required.  
 JOB CONTROL NUMBER\* - Assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center code. Auto assigned if FSCM/part number is on data base ICRL. (Appendix S). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 CORRECTIVE ACTION\* - Enter the narrative description of the corrective action. (N261/N271)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N261/N271)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.39 Transferring IMA Close Out (Post/Predeployment)

Figure 9-47 is an example of an IMA close out for post/predeployment. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter for each "missing" FLR module, subassembly of sub-subassembly (as appropriate). The action taken field must be P. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N271)  
 ACT ORG - I-level organization code.  
 TRANS - Must be 31 or 32. (Appendix P) (N261)  
 M/L - Must be 2. (N271)  
 A/T - Must be D. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Must be 1. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base. (N271)  
 W/D - Enter the appropriate WD code. (Appendix R) (N271)  
 T/M - Enter the appropriate TM code. (Appendix H) (N271)  
 POSIT - Enter the appropriate PSI (if applicable). (N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260/N271)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)

REMOVED/OLD ITEM-Enter the appropriate removed/old item data. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
JOB CONTROL NUMBER - System generated. (N271)  
WORK CENTER - Enter the appropriate work center code. (Appendix S). (N271)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.40 Receiving IMA (Reinitiation Documentation)

Figure 9-48 is an example of a reinitiated MAF from a transferring IMA. Upon receipt of a repairable item from another IMA, receiving AMSU will forward a copy of the MAF to the local supply CCS. Subsequent repair/disposition will be documented on the new MAF per paragraph 9.1.3, except that the Received Date field will reflect the date the component was received from the transferring IMA. The following data fields require entries. (\*) denotes those data fields completed by the AMSU induction (N271) using information taken from the transferring activity MAF. Type MAF Code "D".

WORK UNIT CODE\* - Enter the specific WUC for the item being processed. (N271)  
ACT ORG - I-level organization code.  
M/L - Must be 2.  
EMT - System generated.  
TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - Enter the appropriate WD code. (Appendix R) (N271)  
T/M\* - Enter the appropriate TM code. (Appendix H) (N271)  
POSIT\* - Enter the appropriate PSI (if applicable). (N271)  
SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N271)  
REPAIR CYCLE\* - Received date/time; system generated. (N271)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
JOB CONTROL NUMBER\* - Enter the appropriate JCN from the activity item is received from. (N271)  
WORK CENTER\* - Enter the appropriate work center code, auto assigned if FSCM/part number is on data base ICRL. (Appendix S). (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
TURN IN DDSN\* - Enter the turn-in document from the activity item is being received from. (N271)  
PILOT/INITIATOR\* - Enter the persons name (as appropriate). (N271)

#### 9.5.41 Component Missing SRC Card

Figure 9-49 is an example of a MAF documented for turn-in of a component that is missing the SRC card. Using AMSU receipt, the following data fields require entry. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D".

WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
ACT ORG - I-level organization code, system generated.  
TRANS - Required if item is an auto BCM action.  
M/L\* - Must be 2. (N271)  
A/T - Required if item is an auto BCM action.  
MAL CODE\* - Enter "140". (N271)  
I/P - Required if item is an auto BCM action.  
TYPE EQUIP\* - Enter the TEC for the item being processed. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - Enter the appropriate WD code. (Appendix R) (N271)  
T/M\* - Enter the appropriate TM code. (Appendix H) (N271)

POSIT\* - Enter the appropriate PSI (if applicable). (N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N271)  
 REPAIR CYCLE\* - System generated, may be updated upon induction. (N271)  
 MAINTENANCE/SUPPLY REC\* - Not required. (N271)  
 REMOVED/OLD ITEM\* - Enter the appropriate removed/old item data. Time cycle field enter the appropriate time/cycle prefix code ([Appendix G](#)) followed by 9999. The use of 9999 indicates the value is unknown. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center code. Auto assigned if on the ICRL. ([Appendix S](#)). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 TURN-IN DOCUMENT\* - Enter the appropriate requisition number for the replacement component. (N271)  
 CORRECTIVE ACTION\* - Required if item is an auto BCM action. (N271)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR\* - Required if item is an auto BCM action. (N271)

#### 9.5.42 Corrosion Supporting MAF

Figure 9-50 is an example of a supporting MAF documenting corrosion treatment. If corrosion caused the malfunction and treatment of that condition results in elimination of the discrepancy, then it is proper to use Transaction Code 31 or 32 with an [AT](#) Code C and [MAL](#) Code 170. The only time a supporting MAF (Z/170/Transaction Code 11) is required is when the corrosion treatment is separate and distinct from the malfunction cause. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246)  
 ACT ORG - I-level organization code. System generated.  
 TRANS - Enter the appropriate transaction code, as required. ([Appendix P](#)) (N261)  
 M/L - Enter the appropriate maintenance level. (N246)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N246)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N246)  
 W/D - System generated. (N246)  
 T/M - System generated. (N246)  
 POSIT - Enter the appropriate PSI (if applicable). (N246)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246)  
 METER - Not required for level 2 maintenance.  
 REPAIR CYCLE - System generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 JOB CONTROL NUMBER - System generated upon Production Control approval. (N246)  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246)  
 DISCREPANCY- Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)



### 9.5.43 Turn-In from Supply for TD Compliance

Figure 9-51 is an example of the MAF documented for an end item turned in from a supply activity for TD compliance. The supply activity, after coordinating through the IMA QA, will initiate a TD compliance MAF for each item requiring TD compliance. The supply activity will complete the following data fields on the TD compliance MAF prior to issuing to Production Control for scheduling. The following explains documentation:

TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. (Appendix L) (N276)  
 TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N276)  
 TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N276)  
 TYPE EQUIP - Enter the TEC for the equipment. (N276)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)  
 POSIT - Enter the appropriate PSI (if applicable). (N261/N276)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N276)  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates control number. (N276)  
 JOB CONTROL NUMBER - System will generate Supply ORG JCN. (N276)  
 DISCREPANCY - Enter the narrative description of the discrepancy and initiator. (N276)

**NOTE:** TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD for supply induction of items requiring TD compliance.

### 9.5.44 MAF Work Request (Production Control Entries)

Figure 9-52 is an example of Work Request MAF data fields completed by Production Control. This information is provided by the requesting activity. Using the appropriate on-line function, enter the required data. The following explains documentation:

TYPE MAF CODE "WR".  
 ENTRIES REQUIRED SIGNATURE - Not required.  
 ACCUMULATED WORK HOURS - Not required.  
 FAILED/REQUIRED MATERIAL - Not required.  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N245/N271)  
 ACT ORG - System generated.  
 TRANS - Not required.  
 M/L - Must be 2. (N245/N271)  
 A/T - Not required.  
 MAL CODE - Not required.  
 I/P - Not required.  
 HOURS - Not required.  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed. (N245/N271)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number, must be on data base. (N245/N271)  
 W/D - Enter the appropriate WD code. (Appendix R) (N245/N271)  
 T/M - Enter the appropriate TM code. (Appendix H) (N245/N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. May be modified prior to approval. (N245/N271)  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N245/N271)

JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245/N271)  
 WORK CENTER - Enter the appropriate work center code; auto assigned if FSCM/part number is on data base ICRL. ([Appendix S](#)). (N245/N271)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245/N271)  
 CORRECTIVE ACTION - Not required.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
 PILOT/INITIATOR - Signature is electronically posted to the MAF upon approval. (N245/N271)  
 MAINT CONTROL - Not required.

#### 9.5.45 MAF Work Request (Local Manufacture/Fabrication)

[Figure 9-53](#) is an example of a completed Work Request [MAF](#) documenting local manufacture/fabrication. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data as required. (N251/N252/N253)  
 WORK UNIT CODE - System generated.  
 ACT ORG - System generated.  
 TRANS - Transaction code must be 30. ([Appendix P](#)) (N261)  
 M/L - Must be 2.  
 A/T - AT code must be A. ([Appendix E](#)) (N261)  
 MAL CODE - MAL code, must be 000. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N260)  
 EMT - System generated.  
 TYPE EQUIP - System generated.  
 BU/SER NUMBER - System generated.  
 W/D - System generated.  
 T/M - System generated.  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM - System generated.  
 JOB CONTROL NUMBER - System generated.  
 WORK CENTER - System generated.  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - System generated.  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.46 MAF Work Request (Supply Asset Build-Up Induction)

[Figure 9-54](#) is an example of a completed Work Request [MAF](#) documenting supply asset build-up inductions. Supply must move the item to suspense prior to performing the Work Request function. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE - System generated. (N245)

ACT ORG - System generated. (N245)  
TRANS - System generated. (N261)  
M/L - Must be 2.  
A/T - AT code must be A. ([Appendix E](#)) (N261)  
MAL CODE - MAL code, must be 804. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N260)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the serial number requiring build-up. (N245)  
W/D - Enter W/D Code O. (N245)  
T/M - Enter T/M Code T. (N245)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
JOB CONTROL NUMBER - System generated upon initiation. (N245)  
WORK CENTER - Enter the appropriate work center. (N245)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
PILOT/INITIATOR - System generated. (N245)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.47 Scheduled Maintenance Work Request (NDI In-Shop) (Passed Inspection)

[Figure 9-55](#) is an example of a completed Work Request [MAF](#) documenting an In-Shop [NDI](#). The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
ACT ORG - System generated. (N245)  
TRANS - System generated; must be 30. ([Appendix P](#)) (N261)  
M/L - Must be 2.  
A/T - AT code must be A. ([Appendix E](#)) (N261)  
MAL CODE - MAL code, must be 57 series. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N260)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
W/D - WD code must be O. ([Appendix R](#)) (N245)  
T/M - TM code (as appropriate). ([Appendix H](#)) (N245)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
WORK CENTER - Enter the appropriate work center. (N245)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N245)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** **CDI** required for tool control only.

#### 9.5.48 Scheduled Maintenance Work Request (NDI On-Site) (Passed Inspection)

Figure 9-56 is an example of a completed Work Request MAF documenting an On-Site NDI Inspection. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
 ACT ORG - System generated. (N245)  
 TRANS - System generated; must be 30. (Appendix P) (N261)  
 M/L - Must be 2.  
 A/T - AT code must be A. (Appendix E) (N261)  
 MAL CODE - MAL code, must be 57 series. (Appendix I) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N260)  
 EMT - System generated.  
 TYPE EQUIP - Enter the appropriate TEC. (N245)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
 W/D - WD code must be O. (Appendix R) (N245)  
 T/M - TM code (as appropriate). (Appendix H) (N245)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM - Not required.  
 JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
 WORK CENTER - Enter the appropriate work center. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** **CDI** required for tool control only.

#### 9.5.49 Scheduled Maintenance Work Request (NDI On-Site) (Failed Inspection)

Figure 9-57 is an example of a completed Work Request MAF documenting an On-Site NDI failing test. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)

ACT ORG - System generated. (N245)  
TRANS - System generated; must be 30. ([Appendix P](#)) (N261)  
M/L - Must be 2.  
A/T - AT code must be F. ([Appendix E](#)) (N261)  
MAL CODE - MAL code, must be 57 series. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N260)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
W/D - WD code must be O. ([Appendix R](#)) (N245)  
T/M - TM code (as appropriate). ([Appendix H](#)) (N245)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Not required.  
JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
WORK CENTER - Enter the appropriate work center. (N245)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** [CDI](#) required for tool control only.

### 9.5.50 Scheduled Maintenance Work Request (NDI In-Shop) (Failed Inspection)

[Figure 9-58](#) is an example of a completed Work Request [MAF](#) documenting an In-Shop [NDI](#) failing test. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
ACT ORG - System generated. (N245)  
TRANS - System generated; must be 30. ([Appendix P](#)) (N261)  
M/L - Must be 2.  
A/T - AT code must be F. ([Appendix E](#)) (N261)  
MAL CODE - MAL code, must be 57 series. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N260)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the appropriate bureau/serial number, must be on data base. (N245)  
W/D - WD code must be O. ([Appendix R](#)) (N245)  
T/M - TM code (as appropriate). ([Appendix H](#)) (N245)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Enter the appropriate data. (N245)



JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
 WORK CENTER - Enter the appropriate work center. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** **CDI** required for tool control only.

#### 9.5.51 Unscheduled Maintenance Work Request (NDI In-Shop) (Passed Inspection)

Figure 9-59 is an example of a completed Work Request MAF documenting an In-Shop unscheduled NDI. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
 ACT ORG - System generated. (N245)  
 TRANS - Transaction code must be 30. (Appendix P) (N261)  
 M/L - Must be 2.  
 A/T - AT code must be A. (Appendix E) (N261)  
 MAL CODE - MAL code must be 571. (Appendix I) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the appropriate TEC. (N245)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number, must be on data base. (N245)  
 W/D - WD code must be O. (Appendix R) (N245)  
 T/M - TM code must be S. (Appendix H) (N245)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
 JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
 WORK CENTER - Enter the appropriate work center. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** **CDI** required for tool control only.

#### 9.5.52 Unscheduled Maintenance Work Request (NDI In-Shop) (Failed Inspection)

Figure 9-60 is an example of a completed Work Request MAF documenting an In-Shop unscheduled NDI failing test. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
ACT ORG - System generated. (N245)  
TRANS - Transaction code must be 30. ([Appendix P](#)) (N261)  
M/L - Must be 2.  
A/T - AT code must be F. ([Appendix E](#)) (N261)  
MAL CODE - MAL code must be 57 series. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
W/D - WD code. ([Appendix R](#)) (N245)  
T/M - TM code. ([Appendix H](#)) (N245)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
JOB CONTROL NUMBER - Enter the assigned JCN from the requesting activity. (N245)  
WORK CENTER - Enter the appropriate work center. (N245)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** [CDI](#) required for tool control only.

### 9.5.53 O-Level Armament Equipment Turn-In for Scheduled Maintenance

[Figure 9-61](#) is an example of an [O-level](#) armament equipment turn-in for scheduled maintenance. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the [AMSU](#) induction (N271). Type [MAF](#) Code "SD".

ENTRIES REQUIRED SIGNATURE - Not required.  
ACCUMULATED WORK HOURS - Not required.  
FAILED/REQUIRED MATERIAL - Not required.  
WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
ACT ORG\* - System generated. (N271)  
TRANS - Not required.  
M/L\* - Must be 2. (N271)  
A/T - Not required.  
MAL CODE - Not required.  
I/P - Not required.  
HOURS - Not required.  
EMT - System generated.  
TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE\* - Received date/time; system generated. (N271)

MAINTENANCE/SUPPLY REC\* - System generated. (N271)  
 REMOVED/OLD ITEM\* - Enter the appropriate data. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center, auto assigned if on data base ICRL. (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 CORRECTIVE ACTION - Not required.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
 PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
 MAINT CONTROL - Not required.

#### 9.5.54 O-Level Armament Equipment Component Turn-In for Scheduled Maintenance (No Material Required) (Completed)

Figure 9-62 is an example of a completed [MAF](#) documenting scheduled maintenance of a removed armament equipment pool item, no discrepancies. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the [AMSU](#) induction (N271). Type MAF Code "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
 ACT ORG - System generated.  
 TRANS - Transaction code must be 31. ([Appendix P](#)) (N261)  
 M/L\* - Must be 2. (N271)  
 A/T - AT code must be A. ([Appendix E](#)) (N261)  
 MAL CODE - MAL code must be 804. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number, must be on data base. (N271)  
 W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
 T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM\* - Enter the appropriate data. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center, auto assigned if on data base ICRL. (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.55 O-Level Armament Equipment Component Turn-In for Scheduled Maintenance (Maintenance and Material Required) (Completed)

Figure 9-63 is an example of a completed [MAF](#) documenting scheduled maintenance of a removed armament equipment pool item; maintenance and material required. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the [AMSU](#) induction (N271). Type MAF Code "SD".



ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
ACT ORG\* - System generated. (N271)  
TRANS - Transaction code must be 32. ([Appendix P](#)) (N261)  
M/L\* - Must be 2. (N271)  
A/T - AT code must be C. ([Appendix E](#)) (N261)  
MAL CODE - MAL code must be 804. ([Appendix I](#)) (N261)  
I/P - Items processed; must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - Enter the appropriate TEC for the item being processed. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM\* - System generated. (N271)  
JOB CONTROL NUMBER\* - System generated. (N271)  
WORK CENTER\* - System generated. (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
PILOT/INITIATOR\* - System generated. (N271)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.56 Turn-In Acceptance/Functional Check on Armament Equipment

[Figure 9-64](#) is an example of a turn-in Work Request [MAF](#) documenting the acceptance/functional check on armament equipment received from another [AEP](#) or excess from a supported activity. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Not required.  
ACCUMULATED WORK HOURS - Not required.  
FAILED/REQUIRED MATERIAL - Not required.  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N245)  
ACT ORG - System generated. (N245)  
TRANS - System generated. (N245)  
M/L - Must be 2. (N245)  
A/T - Not required.  
MAL CODE - Not required.  
I/P - Not required.  
HOURS - Not required.  
EMT - Not required.  
TYPE EQUIP - Enter the appropriate TEC. (N245)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
W/D - WD code must be O. ([Appendix R](#)) (N245)  
T/M - TM code must be D. ([Appendix H](#)) (N245)  
POSIT - Not required.  
SFTY/EI - Not required.

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N245/N259/N260)  
 MAINTENANCE/SUPPLY REC - Not required.  
 REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
 JOB CONTROL NUMBER - Enter the JCN from the activity turning in the component. (N245)  
 WORK CENTER - Enter the appropriate work center. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Not required.  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Not required.

### 9.5.57 Turn-In Acceptance/Functional Check on Armament Equipment (Completed)

Figure 9-65 is an example of a Work Request Turn-In MAF documenting the acceptance/functional check on armament equipment received from another AEP or excess from a supported activity. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being inducted. (N245)  
 ACT ORG - System generated. (N245)  
 TRANS - System generated, must be 30. (Appendix P) (N245)  
 M/L - Must be 2. (N245)  
 A/T - AT code must be A. (Appendix E) (N261)  
 MAL CODE - MAL code (as appropriate). (Appendix I) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N260)  
 EMT - System generated.  
 TYPE EQUIP - Enter the appropriate TEC. (N245)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number. (N245)  
 W/D - WD code. (Appendix R) (N245)  
 T/M - TM code. (Appendix H) (N245)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N245/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data. (N245)  
 JOB CONTROL NUMBER - Enter the assigned JCN from the requesting/supported activity. (N245)  
 WORK CENTER - Enter the appropriate work center. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N245)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR - Enter the name of the person (as appropriate). (N245)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.58 Armament Equipment Pool Preservation/Depreservation Control Document (Completed)

Figure 9-66 is a preservation/depreservation control document. Production Control will generate a MAF for each preservation/depreservation. The following data fields require entries. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the failed parts/record supply requisitions. (N251/N252/N253)  
WORK UNIT CODE - The first three positions must be 049. (N240)  
ACT ORG - System generated.  
TRANS - Transaction code must be 11. ([Appendix P](#)) (N240)  
M/L - Enter the appropriate maintenance level. (N240)  
A/T - AT code must be 0. ([Appendix E](#)) (N261)  
MAL CODE - MAL code must be 000. ([Appendix I](#)) (N261)  
I/P - Must be 01. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the appropriate TEC. (N240)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N240)  
W/D - WD code must be O. ([Appendix R](#)) (N240)  
T/M - TM code must be D. ([Appendix H](#)) (N240)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Not required.  
METER - Enter the appropriate meter time (if applicable). (N240)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)  
JOB CONTROL NUMBER - System generated.  
WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N240)  
WORK PRIORITY - Enter the appropriate work priority. (N240/N248)  
SYSTEM REASON - Enter the short narrative description of the discrepancy. (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.59 I-Level Armament Equipment Pool Component Due for Scheduled Maintenance (Completed)

[Figure 9-67](#) is an example of a completed MAF documenting scheduled maintenance of an I-level AEP component. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
ACT ORG\* - System generated. (N271)  
TRANS - Transaction code must be 31. ([Appendix P](#)) (N261)  
M/L\* - Must be 2. (N271)  
A/T - AT code must be A. ([Appendix E](#)) (N261)  
MAL CODE - MAL code must be 804. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items being processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
POSIT - Not required.

SFTY/EI - Not required.

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)

REMOVED/OLD ITEM\* - Enter the appropriate data. (N271)

JOB CONTROL NUMBER\* - Enter the assigned JCN from the IMA activity. (N271)

WORK CENTER\* - Enter the appropriate work center. Auto assigned if on the data base ICRL. (N271)

DISCREPANCY - Enter the narrative description of the discrepancy. (N271)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.60 O-Level ALSS Equipment Due for Scheduled Maintenance (Maintenance and Material Required) (Completed)

Figure 9-68 is an example of a completed MAF documenting scheduled maintenance of ALSS equipment (maintenance and material required). The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)

WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)

ACT ORG\* - System generated. (N271)

TRANS - Transaction code must be 32. (Appendix P) (N261)

M/L\* - Must be 2. (N271)

A/T - AT code must be C. (Appendix E) (N261)

MAL CODE - MAL code must be 804. (Appendix I) (N261)

I/P - Enter the total number of items being processed. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP\* - Enter the appropriate TEC. (N271)

BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)

W/D\* - WD code must be O. (Appendix R) (N271)

T/M\* - TM code must be D. (Appendix H) (N271)

POSIT - Not required.

SFTY/EI - Not required.

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)

REMOVED/OLD ITEM\* - Enter the appropriate data, as required. (N271)

JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)

WORK CENTER\* - System generated. (N271)

DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

PILOT/INITIATOR\* - System generated. (N271)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**9.5.61 O-Level ALSS Personal Equipment Due For Scheduled Maintenance (Completed)**

Figure 9-69 is an example of a completed MAF documenting scheduled maintenance of ALSS personal equipment. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
 ACT ORG\* - System generated. (N271)  
 TRANS - Transaction code must be 31. (Appendix P) (N261)  
 M/L\* - Must be 2. (N271)  
 A/T - AT code must be A. (Appendix E) (N261)  
 MAL CODE - MAL code must be 804. (Appendix I) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
 W/D\* - WD code must be O. (Appendix R) (N271)  
 T/M\* - TM code must be D. (Appendix H) (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N248/N259/N260/N271)  
 REMOVED/OLD ITEM\* - Enter the appropriate data, as required. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center; auto assigned if FSCM/part number is on data base ICRL. (N271)  
 DISCREPANCY\* - System generated. (N271)  
 CORRECTIVE ACTION - System generated. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**9.5.62 O-Level ALSS Personal Equipment Due For Scheduled Maintenance (Maintenance and Material Required)(Completed)**

Figure 9-70 is an example of a completed MAF documenting scheduled maintenance of ALSS personal equipment (maintenance and material required). The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
 ACT ORG\* - System generated. (N271)  
 TRANS - Transaction code must be 32. (Appendix P) (N261)  
 M/L\* - Must be 2. (N271)  
 A/T - AT code must be C. (Appendix E) (N261)



MAL CODE - MAL code must be 804. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
 W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
 T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM\* - Enter the appropriate data, as required. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN from the requesting activity. (N271)  
 WORK CENTER\* - Enter the appropriate work center; auto assigned if FSCM/part number is on data base ICRL. (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.63 I-Level ALSS Pool Component Due for Scheduled Maintenance (Completed)

Figure 9-71 is an example of an I-level completed MAF documenting scheduled maintenance of an ALSS pool component. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "SD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data, as required. (N251/N252/N253)  
 WORK UNIT CODE\* - Enter the specific WUC of the item being inducted. (N271)  
 ACT ORG\* - System generated. (N271)  
 TRANS - Transaction code must be 31. ([Appendix P](#)) (N261)  
 M/L\* - Must be 2. (N271)  
 A/T - AT code must be A. ([Appendix E](#)) (N261)  
 MAL CODE - MAL code must be 804. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
 W/D\* - WD code must be O. ([Appendix R](#)) (N271)  
 T/M\* - TM code must be D. ([Appendix H](#)) (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260/N271)  
 REMOVED/OLD ITEM\* - Enter the appropriate data, as required. (N271)  
 JOB CONTROL NUMBER\* - Enter the assigned JCN of the IMA. (N271)

WORK CENTER\* - Enter the appropriate work center; auto assigned if FSCM/part number is on data base ICRL. (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
PILOT/INITIATOR\* - Enter the name of the person (as appropriate). (N271)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.64 MAF Discrepancy (Supply Asset Induction Document) (Material Condition Tag Missing)

Figure 9-72 is an example of a MAF documented for items inducted from a supply activity for check, test, or service. Supply must move the item to suspense prior to performing the MAF function. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D".

ENTRIES REQUIRED SIGNATURE - Not required.  
ACCUMULATED WORK HOURS - Not required.  
FAILED/REQUIRED MATERIAL - Not required.  
WORK UNIT CODE\* - Enter the appropriate WUC of item being inducted. (N271)  
ACT ORG\* - System generated. (N271)  
TRANS - Not required.  
M/L\* - Must be 2. (N271)  
A/T - Not required.  
MAL CODE - Not required.  
I/P - Not required.  
HOURS - Not required.  
EMT - System generated.  
TYPE EQUIP\* - Enter the appropriate TEC. (N271)  
BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)  
W/D\* - WD code must be O. (N271)  
T/M\* - TM code must be T. (N271)  
POSIT - Not required.  
SFTY/EI - Not required.  
REPAIR CYCLE\* - Received date/time; system generated (may be modified on-line). In-work may be assigned upon approval. (N271)  
MAINTENANCE/SUPPLY REC\* - System generated. (N271)  
REMOVED/OLD ITEM - Enter the FSCM, part number, removed date, serial number of the removed item(s) and time cycle. If there is no serial number enter 0.  
JOB CONTROL NUMBER\* - JCN will have a Supply Org code. (N271)  
WORK CENTER\* - Enter the appropriate work center. (N271)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
CORRECTIVE ACTION - Not required.  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Not required.  
PILOT/INIATOR\* - Type name. (N271)  
MAINT CONTROL - Not required.

#### 9.5.65 Completed Discrepancy MAF (Supply Asset Induction Document) (Material Condition Tag Missing)

Figure 9-73 is an example of a completed MAF documented for items inducted from a supply activity for check, test, or service. The following data fields require entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF code "D".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the appropriate data (as required). (N251/N252/N253)  
 WORK UNIT CODE\* - System generated. (N271)  
 ACT ORG\* - System generated. (N271)  
 TRANS - Transaction code must be 31/32. ([Appendix P](#)) (N261)  
 M/L\* - System generated. (N271)  
 A/T - AT code. ([Appendix E](#)) (N261)  
 MAL CODE - MAL code. ([Appendix I](#)) (N261)  
 I/P - Enter the total number of items being processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N260)  
 EMT - System generated.  
 TYPE EQUIP\* - System generated. (N271)  
 BU/SER NUMBER\* - System generated. (N271)  
 W/D\* - System generated. (N271)  
 T/M\* - System generated. (N271)  
 POSIT - Not required.  
 SFTY/EI - Not required.  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM\* - System generated. (N271)  
 JOB CONTROL NUMBER\* - System generated upon initiation. (N271)  
 WORK CENTER\* - System generated. (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 PILOT/INITIATOR\* - System generated. (N271)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.66 TD Compliance Turn-In Document (O-Level)

Figure 9-74 illustrates the data groups to be completed by the O-level activity on the TD compliance MAF. If the TD is applicable to an end item, such as an aircraft or NC-5, and a component is to be removed and sent to the IMA for modification or inspection as a portion of the TD compliance, the man-hours required to remove and reinstall the component will be documented on a TD compliance MAF. The O-level will then originate a TD compliance MAF for each component forwarded to the IMA. This TD compliance MAF will accompany the component to the IMA for documentation of the assisting TD compliance action, and processing. The IMA will sign Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an IOU receipt. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "TD".

WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. ([Appendix L](#)) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N271)  
 TYPE EQUIP\* - Enter the TEC for equipment. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base. (N271)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N261/N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N261/N271)  
 REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)



JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)

WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N271)

DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)

**NOTE: TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.**

#### 9.5.67 TD Compliance (IMA Assist)

[Figure 9-75](#) is an example of the [MAF](#) documented for a [TD](#) compliance with the [IMA](#) assist. The IMA will complete the MAF as an assist work center. (\*) denotes those data fields completed by the [AMSU](#) induction (N271). Type MAF "TD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

WORK UNIT CODE\* - System generated. (N271)

ACT ORG - I-level organization code, system generated.

TRANS - Transaction code must be 47. ([Appendix P](#)) (N261)

M/L\* - System generated. (N271)

A/T - Enter Technical Directive status code, action taken field, must be A. (N261)

I/P - Must be 0. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)

TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. ([Appendix L](#)) (N271)

TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)

TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)

TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)

TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)

TECHNICAL DIRECTIVE ID KIT\* - Enter kit number (if applicable); if not enter 00. (N271)

TYPE EQUIP\* - Enter TEC for the equipment. (N271)

BU/SER NUMBER\* - Enter the appropriate bureau/serial number. (N271)

POSIT\* - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

RECEIVED DATE/TIME - System generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260/N271)

REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

INSTALLED/NEW ITEM-Entries are required when TYPE EQUIP is Y, D, S, H, or G series or whenever an incorporation is being reported against a component related modification. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)

JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)

WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N271)

DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE: TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.**

### 9.5.68 Turn-In for TD Compliance

Figure 9-76 is an example of a MAF documented for items turned in for TD compliance. If the TD compliance is directly applicable to a component, the removal and replacement of the component and the associated man-hours will be documented on a MAF. The O-level activity will then originate a TD compliance MAF for the component being forwarded to the IMA. This TD compliance MAF will accompany the component to the IMA for documenting the accomplishment of the TD compliance action and processing. If the component is not ordered, the IMA will sign Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an IOU receipt. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "TD".

WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. (Appendix L) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N271)  
 TYPE EQUIP\* - Enter the Y series TEC for the item or the applicable TEC of the end item. (N271)  
 BU/SER NUMBER\* - Enter 000000 for Y series equipment or the appropriate bureau/serial number. (N271)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N261/N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N261/N271)  
 REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
 JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)  
 WORK CENTER\* - Enter the appropriate work center code. (Appendix S). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)

**NOTE:** TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.

### 9.5.69 IMA TD Compliance

Figure 9-77 is an example of the MAF documented when processing an item for TD compliance at the IMA. The IMA will complete the remainder of the TD compliance MAF accounting for the item(s) processed in IP data field. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF "TD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE\* - System generated. (N271)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Transaction code must be 47. (Appendix P) (N261)  
 M/L\* - System generated. (N271)  
 A/T - Enter Technical Directive status code, action taken field. (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. (Appendix L) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N271)  
 TYPE EQUIP\* - Enter the Y series TEC for the item or the applicable TEC of the end item. (N271)

BU/SER NUMBER\* - Enter 000000 if unknown or the appropriate bureau/serial number, must be on the data base. (N271)  
POSIT\* - Enter the appropriate PSI (if applicable). (N271/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)  
REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
INSTALLED/NEW ITEM-Entries are required when TYPE EQUIP is Y, D, S, H, or G series or whenever an incorporation is being reported against a component related modification. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)  
WORK CENTER\* - System generated. (N271)  
DISCREPANCY\* - System generated. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.70 TD Compliance Removal

Figure 9-78 is an example of a MAF documented for a TD compliance removal. TD compliance removals will be documented in the same manner as TD compliance incorporations. (\*) denotes those data fields completed by the AMSU induction (N271).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE\* - System generated. (N271)  
ACT ORG - I-level organization code, system generated.  
TRANS - Transaction code must be 47. (Appendix P) (N261)  
M/L\* - System generated. (N271)  
A/T - Enter Technical Directive status code Q. (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)  
TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. (Appendix L) (N271)  
TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)  
TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)  
TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)  
TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)  
TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N271)  
TYPE EQUIP\* - Enter the Y series TEC for the item or the applicable TEC of the end item. (N271)  
BU/SER NUMBER\* - Enter 000000 if unknown or the appropriate bureau/serial number. (N271)  
POSIT\* - Enter the appropriate PSI (if applicable). (N271/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)  
REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
INSTALLED/NEW ITEM-Entries are required in these blocks when TYPE EQUIP is Y, D, S, H, or G series or whenever an incorporation is being reported against a component related modification. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)

WORK CENTER\* - System generated. (N271)

DISCREPANCY\* - System generated. (N271)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** TD identification information must be loaded to the **NALCOMIS Configuration Subsystem** prior to the induction of any TD.

### 9.5.71 O-Level Turn-In Control Document for Engine Repair

Figure 9-79 is an example of a **MAF** turn-in control document for engine repair initiated by the **O-level**. The following data fields will be transcribed from O-level turn-in MAF into **NALCOMIS AMSU** Induction (N271). Type MAF Code "D".

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N271)

MAL CODE - Enter the conditional MAL code (if applicable); otherwise leave blank. (N271)

TYPE EQUIP - Enter the TEC for the engine. (N271)

BU/SER NUMBER - Enter the PSSN. (N271)

W/D - Enter the appropriate WD code. ([Appendix R](#)) (N271)

T/M - Enter the appropriate TM code. ([Appendix H](#)) (N271)

POSIT - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

REMOVED/OLD ITEM-Enter the appropriate data to reflect the PSSN as a removed component. Leave part number data field blank. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

JOB CONTROL NUMBER - Utilize O-level JCN. (N271)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N271)

DISCREPANCY - Enter the narrative description of the discrepancy. Provide inspection JCN for IMA use. (N271)

INSP JCN - Enter ALPHA JCN from the discrepancy block of the Turn-In MAF. (N271)

TURN-IN DOCUMENT - Enter the data from the turn-in MAF. (N271)

SYSTEM REASON - Enter engine SERNO/MOM. (N248)

**NOTE:** Before any engine can be inducted for repair or inspection the engine must be loaded to the **Configuration Subsystem within NALCOMIS**.

### 9.5.72 Supply Asset Engine Depreservation

Figure 9-80 is an example of a **MAF** for a supply asset engine depreservation. The following data fields require entries. (N242)

WORK UNIT CODE - Enter 049. (N242)

ACT ORG - System generated. (N242)

TRANS - System generated 11. (N242)

M/L - System generated. (N242)

TYPE EQUIP - Enter the TEC for the engine. (N242)

BU/SER NUMBER - Enter the PSSN. (N242)

W/D - System generated O. ([Appendix R](#)) (N242)

T/M - System generated D. ([Appendix H](#)) (N242)

POSIT - Enter the appropriate PSI (if applicable). (N242/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N242/N261)

DISCREPANCY - Enter the narrative description of the discrepancy. (N242)

JOB CONTROL NUMBER - System generated with Supply Org. (N242)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N242)

SYSTEM REASON - Uncan/depreserve. (N242)

**NOTE:** Before any engine can be inducted for repair or inspection the engine must be loaded to the Configuration Subsystem within **NALCOMIS**.

#### 9.5.73 Supply Asset Engine (Assist MAF) Test Cell Run

Figure 9-81 is an example of a **MAF** for a supply asset engine (Assist MAF) test cell run. The following data fields require entries. (N246)

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N246)  
ACT ORG - System generated. (N246)  
TRANS - System generated 11. (N246)  
M/L - System generated. (N246)  
TYPE EQUIP - System generated. (N246)  
BU/SER NUMBER - System generated. (N246)  
W/D - System generated V. ([Appendix R](#)) (N246)  
T/M - System generated T. ([Appendix H](#)) (N246)  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
JOB CONTROL NUMBER - System generated with Supply Org. (N246)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246)  
SYSTEM REASON - Enter "Test Cell Run". (N246)

**NOTE:** Before any engine can be inducted for repair or inspection the engine must be loaded to the Configuration Subsystem within **NALCOMIS**.

#### 9.5.74 Fix-In-Place (Material Not Required)

Figure 9-82 is an example of a supporting **MAF** for a fix-in-place repair action not requiring material. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246)  
ACT ORG - I-level organization code; system generated.  
TRANS - Transaction code must be 11. ([Appendix P](#)) (N261)  
M/L - Must be 2. (N246)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated from engine turn-in MAF.  
BU/SER NUMBER - System generated from engine turn-in MAF.  
W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N246/N261)  
T/M - System generated. ([Appendix H](#)) (N246/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
JOB CONTROL NUMBER - System generated from Engine Turn-in MAF.  
WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N246)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)



CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.75 Fix-In-Place (Material Required)

Figure 9-83 is an example of a supporting MAF for a fix-in-place repair action requiring material. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Enter the failed parts, identify parts that caused AWP during repair, and/or record supply requisitions. (N251/N252/N253)

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246/N261))

ACT ORG - I-level organization code; system generated.

TRANS - Enter 12 when material is being indexed in failed required material. (Appendix P) (N261)

M/L - Must be 2. (N246)

A/T - Enter the appropriate AT code. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)

I/P - Enter the total number of items processed. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - System generated from engine turn-in MAF.

BU/SER NUMBER - System generated from engine turn-in MAF.

W/D - System generates W; it can be changed to R or X. (Appendix R) (N246/N261)

T/M - System generated. (Appendix H) (N246/N261)

POSIT - Enter the appropriate PSI (if applicable). (N246/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)

JOB CONTROL NUMBER - System generated from engine turn-in MAF.

WORK CENTER - Enter the appropriate work center. (Appendix S). (N246)

DISCREPANCY - Enter the narrative description of the discrepancy. (N246)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.76 Removal/Replacement of a Tracked Consumable Component

Figure 9-84 is an example of a supporting MAF for a removal and replacement of a tracked consumable. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246/N261)

ACT ORG - I-level organization code; system generated.

TRANS - Must be 18. (Appendix P) (N261)

M/L - System generated.

A/T - Must be R. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)

I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated from engine turn-in MAF.  
BU/SER NUMBER - System generated from engine turn-in MAF.  
W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N246/N261)  
T/M - System generated. ([Appendix H](#)) (N246/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N250)  
JOB CONTROL NUMBER - System generated from engine turn-in MAF.  
WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N246)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.77 Removal/Replacement of a Repairable Component with No Repairable Sub-Subassemblies

[Figure 9-85](#) is an example of a supporting MAF for a removal and replacement of a repairable with no repairable sub-subassemblies. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
ACT ORG - I-level organization code; system generated.  
TRANS - Must be 23. ([Appendix P](#)) (N261)  
M/L - System generated.  
A/T - Must be R. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated from engine turn-in MAF.  
BU/SER NUMBER - System generated from engine turn-in MAF.  
W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N240/N261)  
T/M - System generated. ([Appendix H](#)) (N240/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)

JOB CONTROL NUMBER - System generated from engine turn-in MAF.

WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N240)

DISCREPANCY - Enter the narrative description of the discrepancy. (N240)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.78 Removal/Replacement of a Repairable Component with Repairable Sub-Subassemblies

[Figure 9-86](#) is an example of a supporting [MAF](#) for a removal and replacement of a repairable with repairable sub-subassemblies. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE - Enter the specific WUC of the item being removed/replaced. (N240)

ACT ORG - I-level organization code; system generated.

TRANS - Must be 23. ([Appendix P](#)) (N261)

M/L - System generated.

A/T - Must be R. ([Appendix E](#)) (N261)

MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - System generated from engine turn-in MAF.

BU/SER NUMBER - System generated from engine turn-in MAF.

W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N240/N261)

T/M - System generated. ([Appendix H](#)) (N240/N261)

POSIT - Enter the appropriate PSI (if applicable). (N240/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)

REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)

JOB CONTROL NUMBER - System generated from engine turn-in MAF.

WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N240)

DISCREPANCY - Enter the narrative description of the discrepancy. (N240)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.79 Facilitate Other Maintenance

[Figure 9-87](#) is an example of a supporting [MAF](#) to FOM. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)



ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246)  
ACT ORG - I-level organization code; system generated.  
TRANS - Must be 11. ([Appendix P](#)) (N261)  
M/L - Must be 2. (N246)  
A/T - Must be S. ([Appendix E](#)) (N261)  
MAL CODE - Must be 800. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - System generated from engine turn-in MAF.  
BU/SER NUMBER - System generated from engine turn-in MAF.  
W/D - Must be O. ([Appendix R](#)) (N246/N261)  
T/M - System generated. ([Appendix H](#)) (N246/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N246/N259/N260)  
JOB CONTROL NUMBER - System generated from engine turn-in MAF.  
WORK CENTER - Enter the appropriate work center. ([Appendix S](#)). (N246)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.80 Engine Repair Control Document (Completed MAF)

[Figure 9-88](#) is an example of a completed [MAF](#) for an engine repair control document. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the [AMSU](#) induction (N271).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
ACT ORG\* - I-level organization code; system generated.  
TRANS - Transaction code must be 31. ([Appendix P](#)) (N261)  
M/L\* - Must be 2. (N271)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - System generated from engine turn-in MAF. (N271)  
BU/SER NUMBER\* - System generated from engine turn-in MAF. (N271)  
W/D\* - System generated. (N271)  
T/M\* - System generated. ([Appendix H](#)) (N271)  
POSIT - Enter the appropriate PSI (if applicable). (N261/N271)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N271)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
REMOVED/OLD ITEM\*-Enter the appropriate data to reflect the PSSN as a removed component. Leave part number data field blank. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

JOB CONTROL NUMBER\* - System generated from engine turn-in MAF. (N271)  
 WORK CENTER\* - System generated.  
 DISCREPANCY\* - System generated.  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action taken and indicate if RFI or BCM. This section may also be used to report test cell run time. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.81 Supply Asset Engine Build-Up

Figure 9-89 is an example of a MAF for a supply asset engine build-up. The following data fields require entries. (N245)

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N245)  
 ACT ORG - System generated. (N245)  
 TRANS - System generated 30. (N245)  
 M/L - System generated. (N245)  
 TYPE EQUIP - Enter the TEC for the engine. (N245)  
 BU/SER NUMBER - Enter the PSSN. (N245)  
 W/D - Enter WD Code O. (Appendix R) (N245)  
 T/M - Enter TM Code T. (Appendix H) (N245)  
 POSIT - Enter the appropriate PSI (if applicable). (N245/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N245/N261)  
 REMOVED/OLD ITEM-Enter the appropriate data to reflect the PSSN as a removed component. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N245)  
 DISCREPANCY - Enter the narrative description of the discrepancy. Provide inspection JCN for IMA use. (N245)  
 JOB CONTROL NUMBER - System generated with Supply Org. (N245)  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N245)  
 SYSTEM REASON - Enter engine serial number and the word "QEC". (N245)

**NOTE: Before any engine can be inducted for repair or inspection the engine must be loaded to the Configuration Subsystem within NALCOMIS.**

### 9.5.82 Engine Component Turn-In for Repair

Figure 9-90 is an example of an engine component turned in for repair. An engine component turned in for repair will have the following data fields which are system generated when the part is ordered. (N249)

WORK UNIT CODE - System generated. (N249)  
 MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N261)  
 TYPE EQUIP - System generated. (N249)  
 BU/SER NUMBER - System generated. (N249)  
 W/D - System generated. (N249)  
 T/M - System generated. (N249)  
 REMOVED/OLD ITEM - System generated. (N249)  
 JOB CONTROL NUMBER - System generated. (N249)  
 DISCREPANCY - System generated. (N249)  
 TURN-IN DOCUMENT - System generated. (N249)

### 9.5.83 Engine Component Repair (Completed)

Figure 9-91 is an example of a completed engine component repair. To complete the repair use the turn-in document and make the following entries. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED REQUIRED MATERIAL - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisition(s) (if applicable). (N249/N251/N252/N253)  
WORK UNIT CODE\* - System generated. (N270)  
ACT ORG - I-level organization code; system generated.  
TRANS - Must be 31 or 32. (Appendix P) (N261)  
M/L - Must be 2, system generated. (N270)  
A/T - Enter the appropriate AT code. (Appendix E) (N261)  
MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - System generated from engine turn-in MAF. (N270)  
BU/SER NUMBER\* - System generated from engine turn-in MAF. (N270)  
W/D\* - System generated. (N270)  
T/M\* - System generated. (Appendix H) (N270)  
POSIT - Enter the appropriate PSI (if applicable). (N270/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N270/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N270/N259/N260)  
JOB CONTROL NUMBER\* - System generated from engine turn-in MAF. (N270)  
WORK CENTER\* - Enter the appropriate work center. (Appendix S). (N270)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N270)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.84 Turn-In Document Solely for Major Engine Inspection

Figure 9-92 is an example of a turn-in document from O-level activity solely for a major engine inspection. This induction MAF also serves as the inspection control MAF. (\*) denotes those data fields completed by the AMSU induction. (N271) Type MAF Code "PC".

WORK UNIT CODE\* - Enter the seven position WUC describing the inspection. (N271)  
TYPE EQUIP\* - Enter the TEC of the engine. (N271)  
BU/SER NUMBER\* - Enter the PSSN. (N271)  
W/D\* - Must be O. (N271)  
T/M\* - Must be J. (N271)  
POSIT\* - Enter the appropriate PSI (if applicable). (N271)  
REMOVED/OLD ITEM\* - Reflects the propulsion system as a removed component. Leave part number blank. (N271)  
JOB CONTROL NUMBER\* - Enter O-level inspection JCN. (N271)  
DISCREPANCY\* - Enter narrative description of the type of inspection to be performed and initiator. (N271)  
TURN-IN DOCUMENT\* - Enter turn-in document from O-level turn-in. (N271)

#### 9.5.85 Control Document Solely for Major Engine Inspection (Completed)

Figure 9-93 an example of a completed control document for a major engine inspection. The I-level activity will fill in the following blocks on the control document for an engine that has been inducted into the I-level activity solely for a major engine inspection. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - If only one work center is involved in the inspection, look phase man-hours may be entered on the control document. EMT will be system generated. If more than one work center is involved, a separate supporting MAF must be documented for each work center involved in the inspection. (N262/N259)

WORK UNIT CODE\* - System generated. (N271)

ACT ORG - I-level organization code; system generated.

TRANS - Must be 31. (Appendix P) (N261)

M/L\* - Must be 2, system generated. (N271)

A/T - Must be 0. (Appendix E) (N261/N271)

MAL CODE - Must be 000. (Appendix I) (N261/N271)

I/P - Must be 1. (N261/N271)

HOURS - System generated from accumulated work hours field. (N259/N262)

TYPE EQUIP\* - System generated from engine turn-in MAF. (N271)

BU/SER NUMBER\* - System generated from engine turn-in MAF. (N271)

W/D\* - System generated. (N271)

T/M\* - System generated. (Appendix H) (N271)

POSIT - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

JOB CONTROL NUMBER\* - System generated from engine turn-in MAF. (N271)

WORK CENTER\* - System generated.

DISCREPANCY\* - System generated.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if RFI or BCM. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** If the engine is to be BCM'd, it should be documented using a fix phase JCN. The turn-in document and E blocks will be transferred to the BCM MAF. The inspection control document for the BCM'd engine will be closed out using Transaction Code 11 and 0 items processed.

#### 9.5.86 Control Document for Major Engine Inspection (Engine Undergoing Repair)

Figure 9-94 is an example of a supporting control document for an engine undergoing repair that requires a major inspection. I-level maintenance activities will comply with Volume I when engines are turned in for repair. If an inspection is required, the IMA will initiate the MAF. The following explains documentation:

WORK UNIT CODE - Enter the seven position WUC describing the inspection. (N242)

TYPE EQUIP - System generated from repair MAF.

BU/SER NUMBER - System generated from repair MAF.

W/D - System generated. (N242)

T/M - Must be J, system generated. (N242)

POSIT - Enter the appropriate PSI (if applicable). (N242)

JOB CONTROL NUMBER - System generated from engine turn-in MAF, must be A00, B00, etc. (N271)

DISCREPANCY - Enter narrative description of the type of inspection to be performed. (N242)

SYSTEM/REASON - Enter PSSN and the word INSP. (N242)

#### 9.5.87 Major Engine Inspection (Look Phase Supporting Work Center)

Figure 9-95 is an example of a look phase supporting work center for a major engine inspection. If more than one work center is involved in the inspection, a separate supporting MAF must be documented for each work center. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the control document created in (N242). Inspection look MAFs can be initiated when control MAF is initiated in (N242).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE\* - System generated. (N242)  
ACT ORG\* - System generated. (N242)  
TRANS - Must be 11. ([Appendix P](#)) (N243/N261)  
M/L\* - System generated. (N242)  
A/T\* - System generated. ([Appendix E](#)) (N242)  
MAL CODE\* - System generated. ([Appendix I](#)) (N242)  
I/P\* - Must be 0, system generated. (N242)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - System generated from inspection control MAF. (N242)  
BU/SER NUMBER\* - System generated from inspection control MAF. (N242)  
W/D\* - System generated. (N242)  
T/M\* - System generated. ([Appendix H](#)) (N242)  
POSIT - Enter the appropriate PSI (if applicable). (N243/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N243/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N243/N259/N260)  
JOB CONTROL NUMBER\* - System generated from inspection control MAF. (N242)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N242)  
DISCREPANCY - Enter the MRC numbers to be complied with. (N243)  
CORRECTIVE ACTION - Enter the MRC numbers complied with and item numbers of any discrepancy discovered. Inspection supervisor will assign a fix phase MAF to cover any discrepancy found. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)  
SYSTEM REASON - Engine SERNO and the word "LOOK". (N248)

#### 9.5.88 Major Engine Inspection (Fix-In-Place)

[Figure 9-96](#) is an example of the MAF documented for a fix-in-place for a major engine inspection. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the control document created in (N242).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE - Enter the specific WUC for the item being processed. (N244/N261)  
ACT ORG\* - System generated. (N242)  
TRANS - Must be 11 or 12. ([Appendix P](#)) (N261)  
M/L\* - System generated. (N242)  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - System generated from inspection control MAF. (N242)  
BU/SER NUMBER\* - System generated from inspection control MAF. (N242)  
W/D\* - System generated. (N261)  
T/M\* - System generated. ([Appendix H](#)) (N261)  
POSIT - Enter the appropriate PSI (if applicable). (N244/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)  
JOB CONTROL NUMBER\* - System generated from inspection control MAF. (N242)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N244)  
DISCREPANCY - Enter the MRC numbers to be complied with. (N244)



CORRECTIVE ACTION - Enter a narrative description of the corrective action taken. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.89 Major Engine Inspection (Fix Phase Removal and Replacement of a Repairable Component)

Figure 9-97 is an example of a removal and replacement of a repairable component during a major engine inspection. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the control document created in (N242).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - This section will be used to document Supply requisitions. No index. (N249/N251)  
 WORK UNIT CODE - Enter the specific WUC for the item being processed. (N244/N261)  
 ACT ORG\* - System generated. (N242)  
 TRANS - Must be 23. (Appendix P) (N261)  
 M/L\* - System generated. (N242)  
 A/T - Must be R. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Must be 1. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - System generated from inspection control MAF. (N242)  
 BU/SER NUMBER\* - System generated from inspection control MAF. (N242)  
 W/D\* - System generated. (N242)  
 T/M\* - System generated. (Appendix H) (N242)  
 POSIT - Enter the appropriate PSI (if applicable). (N244/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates, and times. (N244/N259/N260)  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
 INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER\* - System generated from inspection control MAF. (N242)  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N244)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N244)  
 CORRECTIVE ACTION - Enter a narrative description of the corrective action taken. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.90 Major Engine Inspection (Component Turn-In)

Figure 9-98 is an example of a component turn-in during a major engine inspection. Turn-in MAF is created in (N249).

WORK UNIT CODE - System generated. (N249)  
 TYPE EQUIP - System generated. (N249)  
 BU/SER NUMBER - System generated. (N249)  
 W/D - System generated. (N249)  
 T/M - System generated. (N249)

POSIT - Enter the appropriate PSI (if applicable). (N261)  
JOB CONTROL NUMBER - System generated. (N249)  
DISCREPANCY - System generated. (N249)  
SYSTEM/REASON - System generated. (N249)

### 9.5.91 Major Engine Inspection Completed After Repair Action

Figure 9-99 is an example of a major engine inspection control document after repair action. I-level maintenance activities will comply with Volume I when engines are turned in for repair. If an inspection is required, the I-level maintenance activity will initiate the MAF. When the original repair action is complete and the inspection is complete, there should be two completed control documents MAFs. The transaction code will be 31 for the repair control document and 11 for the inspection control document. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields system generated from the turn-in document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - If only one work center is involved in the inspection, look phase man-hours may be entered on the control document. EMT will be system generated. If more than one work center is involved, a separate supporting MAF must be documented for each work center involved in the inspection. (N262/N259)  
WORK UNIT CODE\* - System generated. (N242)  
ACT ORG - I-level organization code; system generated.  
TRANS - Must be 11. (Appendix P) (N261)  
M/L\* - Must be 2; system generated. (N242)  
A/T - Must be 0. (Appendix E) (N261)  
MAL CODE - Must be 000. (Appendix I) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
TYPE EQUIP\* - System generated from engine turn-in MAF. (N242)  
BU/SER NUMBER\* - System generated from engine turn-in MAF. (N242)  
W/D\* - System generated. (N242)  
T/M\* - System generated. (Appendix H) (N242)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N242/N259/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N242/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N242/N261)  
JOB CONTROL NUMBER\* - System generated from Engine Turn-in MAF. (N271)  
WORK CENTER\* - System generated.  
DISCREPANCY\* - System generated.  
CORRECTIVE ACTION - Enter a narrative description of the corrective action taken. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.92 Supply Asset (TD Compliance Request)

Figure 9-100 is an example of the entries required by the Supply Department for TD compliance on all engines or engine components held as supply stock. The following explains documentation:

TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N276)  
TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. (Appendix L) (N276)  
TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N276)  
TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N276)  
TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N276)  
TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N276)  
TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N276)

TYPE EQUIP - Enter the TEC that identifies the type of engine to which the TD applies. (N276)  
 BU/SER NUMBER - Enter the PSSN of the engine or serial number of the component to which the TD applies. (N276)  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates control number. (N276)  
 JOB CONTROL NUMBER - System generated. (N276)  
 DISCREPANCY - Enter the narrative description of the discrepancy and initiator. (N276)

**NOTE: TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.**

### 9.5.93 Supply Asset TD Compliance Request (IMA Production Control Entries)

Figure 9-101 is an example of the entries required by Production Control for TD compliance on all engines or engine components held as supply stock. (\*) denotes entries completed when MAF was initiated.

ENTRIES REQUIRED SIGNATURE - Check LOGS and REC boxes and upon completion of TD compliance enter name/rate/rank to certify all applicable logs/records have had appropriate entries made. (N266)  
 WORK UNIT CODE - Enter the WUC which identifies the engine or component to which the TD applies. (N248)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 41 or 47 (as appropriate); system generated. (Appendix P) (N261)  
 M/L - Must be 2; system generated. (N248)  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. (Appendix L) (N276)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N276)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N276)  
 TYPE EQUIP\* - Enter the TEC that identifies the type of engine to which the TD applies. (N276)  
 BU/SER NUMBER\* - Enter the PSSN of the engine or serial number of the component to which the TD applies. (N276)  
 JOB CONTROL NUMBER\* - System generated. (N276)  
 WORK CENTER - Enter the appropriate work center code. (Appendix S) (N248)  
 REMOVED/OLD ITEM-Enter the appropriate data for PSSN. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N276)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy and initiator. (N276)

**NOTE: Production Control will initiate separate MAFs for each work center involved, using the same JCN as the control document.**

### 9.5.94 Supply Asset (TD Compliance Completed)

Figure 9-102 is an example of the completed TD compliance (work center entries) for supply stock. (\*) denotes those data fields previously completed by Supply and Production Control. (N276/N248).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE\* - System generated. (N248)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Transaction code must be 41 or 47 (as appropriate). (N276)  
 M/L\* - System generated.  
 A/T - Enter TD status code. (Appendix J) (N261)



I/P - Enter the total number of items processed. The following conditions will apply to the number of items processed being recorded. (N261): (1) TD Status Codes A or W will require 0's. (2) TD Status codes C, D, P, or Q will require a minimum of 1 in this data field.

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N276)

TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. ([Appendix L](#)) (N276)

TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N276)

TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N276)

TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N276)

TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N276)

TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N276)

TYPE EQUIP\* - Enter the TEC that identifies the type of engine to which the TD applies. (N276)

BU/SER NUMBER\* - Enter the PSSN of the engine or serial number of the component to which the TD applies. (N276)

POSIT\* - Enter the appropriate PSI (if applicable). (N276/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N276/N261)

REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N248/N259/N260)

JOB CONTROL NUMBER\* - System generated. (N276)

WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N248)

REMOVED/OLD ITEM-Enter the appropriate data for PSSN. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N276)

DISCREPANCY\* - Enter the narrative description of the discrepancy. (N276)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE: TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.**

### 9.5.95 O-Level Engine TD Compliance Request

[Figure 9-103](#) is an example of the [O-level](#) originating the [TD](#) compliance [MAF](#) (turn-in) using an O-level [JCN](#) for engines or engine components sent to the [I-level](#) activity solely for TD compliance. The following data fields will be filled in at the I-level activity utilizing conversation N271. Type MAF Code "TD".

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N271)

TYPE EQUIP - Enter the TEC that identifies the type of engine to which the TD applies. (N271)

BU/SER NUMBER - Enter the PSSN of the engine or serial number of the component to which the TD applies; otherwise enter 000000. (N271)

TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N271)

TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. ([Appendix L](#)) (N271)

TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N271)

TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N271)

TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N271)

TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N271)

TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N271)

POSIT - Enter the appropriate PSI (if applicable). (N261/N271)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N271)

REMOVED/OLD ITEM-Enter the appropriate data for the PSSN. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

DISCREPANCY- Enter the narrative description of the discrepancy. (N271)

JOB CONTROL NUMBER - Utilize O-level JCN from turn-in. (N271)

TURN-IN DOCUMENT - Enter the data from turn-in MAF. If engine/component is not ordered but simply turned in for TD compliance, leave blank.

**NOTE:** TD identification information must be loaded to the **NALCOMIS** Configuration Subsystem prior to the induction of any TD.

#### 9.5.96 O-Level Engine TD Compliance Request (Production Control Entries)

Figure 9-104 is an example of **Production Control** entries for an **O-level** engine **TD** compliance. (\*) denotes those data fields completed in conversation (N271).

WORK UNIT CODE\* - Enter the specific WUC of the item being processed. (N271)  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. ([Appendix L](#)) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N271)  
 TYPE EQUIP\* - Enter the TEC for equipment. (N271)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on data base. (N271)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N261/N271)  
 SFTY/EI\* - Enter the appropriate safety/EI number (if applicable). (N261/N271)  
 REMOVED/OLD ITEM\* - Enter the appropriate data for the PSSN. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
 JOB CONTROL NUMBER\* - Utilize O-level JCN. (N271)  
 WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N271)  
 DISCREPANCY\* - Enter the narrative description of the discrepancy. (N271)  
 PRI - Enter 1, 2, or 3. (N248)

**NOTE:** TD identification information must be loaded to the **NALCOMIS** Configuration Subsystem prior to the induction of any TD.

#### 9.5.97 O-Level Engine TD Compliance Request (Completed)

Figure 9-105 is an example of a completed **I-level** work center **MAF** for an engine **TD** compliance request. (\*) denotes those data fields previously completed in conversation (N271/N248).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE\* - System generated. (N271)  
 ACT ORG\* - System generated.  
 TRANS - Transaction code must be 41. ([Appendix P](#)) (N261)  
 M/L\* - System generated.  
 A/T - Enter the appropriate TD status code that describes the action taken by the reporting work center. ([Appendix J](#)) (N261)  
 I/P - Enter the total number of items processed. The following conditions will apply to the number of items processed (N261): (1) TD Status Codes A or W will require 0's. (2) TD Status codes C, D, P, or Q will require a 1 in this data field.  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TECHNICAL DIRECTIVE ID INT\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - System generated. ([Appendix L](#)) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID AM\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID PART\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - System generated. (N271)  
 TYPE EQUIP\* - System generated. (N271)  
 BU/SER NUMBER\* - System generated. (N271)

POSIT\* - System generated. (N261/N271)  
SFTY/EI\* - System generated. (N261/N271)  
REMOVED/OLD ITEM\* - System generated. (N271)  
REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
JOB CONTROL NUMBER\* - System generated. (N271)  
WORK CENTER\* - System generated. ([Appendix S](#)). (N248)  
DISCREPANCY\* - System generated. (N271)  
CORRECTIVE ACTION - Enter the narrative description of the discrepancy. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.

### 9.5.98 I-Level Originated TD Compliance Request (Engine Component)

[Figure 9-106](#) is an example of an I-level originated TD compliance. (N276). The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
FAILED/REQUIRED MATERIAL - This section will be used to record supply requisitions. (N251)  
WORK UNIT CODE - Enter the specific WUC for the item being processed. (N276)  
ACT ORG - I-level organization code; system generated.  
TRANS - Transaction code must be 41 or 47. ([Appendix P](#)) (N276/N261)  
M/L - Enter the appropriate maintenance level. (N276)  
TYPE EQUIP - Enter the TEC that identifies the type of engine to which the TD applies. Enter YE series TEC for components. (N276)  
BU/SER NUMBER - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000. (N276)  
TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N276)  
TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. ([Appendix L](#)) (N276)  
TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N276)  
TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N276)  
TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N276)  
TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N276)  
TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N276)  
POSIT - Enter the appropriate PSI (if applicable). (N276/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N276/N261)  
REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
REMOVED/OLD ITEM-Enter the FSCM, serial number, part number, and Julian date removed. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N276)  
JOB CONTROL NUMBER - Enter a supply JCN. (N276)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N276)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N276)

**NOTES:** 1. TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.

2. [Production Control](#) will initiate separate MAFs for each work center involved.

### 9.5.99 I-Level Originated TD Compliance (Completed)

[Figure 9-107](#) is an example of a completed MAF for an I-level originated TD compliance. The following explains documentation. (\*) denotes those data fields previously completed in conversation (N276).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL\* - This section will be used to record supply requisitions. (N276)  
 WORK UNIT CODE\* - Enter the specific WUC for the item being processed. (N276)  
 ACT ORG\* - I-level organization code; system generated.  
 TRANS - Enter the appropriate transaction code. ([Appendix P](#)) (N261)  
 M/L\* - System generated.  
 A/T - Enter the appropriate TD status code. ([Appendix J](#)) (N261)  
 I/P - Enter the total number of items processed. The following conditions will apply to the number of items processed (N261): (1) TD Status Codes A or W will require 0's. (2) TD Status codes C, D, P, or Q will require 01.  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TECHNICAL DIRECTIVE ID INT\* - Enter X (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID CODE\* - Enter appropriate code. ([Appendix L](#)) (N276)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - Enter basic number. (N276)  
 TECHNICAL DIRECTIVE ID RV\* - Enter revision (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID AM\* - Enter amendment (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID PART\* - Enter part (if applicable). (N276)  
 TECHNICAL DIRECTIVE ID KIT\* - Enter kit number. (N276)  
 TYPE EQUIP\* - Enter the TEC for the equipment. (N276)  
 BU/SER NUMBER\* - Enter the appropriate bureau/serial number; must be on the data base. (N276)  
 POSIT\* - Enter the appropriate PSI (if applicable). (N276/N261)  
 SFTY/EI\* - Enter the appropriate safety/EI number; if applicable. (N276/N261)  
 REMOVED/OLD ITEM\*-Enter the FSCM, serial number, part number, and Julian date removed. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N276)  
 INSTALLED NEW ITEM-Enter the FSCM, serial number, part number, and Julian date installed. Second Time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER\* - Supply JCN. (N276)  
 WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N248)  
 DISCREPANCY\* - Enter the narrative description of discrepancy. (N276)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** **TD** identification information must be loaded to the **NALCOMIS** Configuration Subsystem prior to the induction of any TD.

#### 9.5.100 O-Level Request for TD Compliance Assist (Engine Component)

[Figure 9-108](#) is an example of the entries on the turn-in **MAF** from the **O-level** activity. Type MAF code "TD" (N271).

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N271)  
 TYPE EQUIP - Enter the TEC that identifies the type of engine to which the TD applies. Enter YE series TEC for components. (N271)  
 BU/SER NUMBER - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000. (N271)  
 TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. ([Appendix L](#)) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N271)  
 TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N271)  
 TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N271)  
 POSIT - Enter the appropriate PSI (if applicable). (N261/N271)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N271)

REMOVED/OLD ITEM-Enter the FSCM, serial number, part number, Julian date removed. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

DISCREPANCY- Enter the narrative description of the discrepancy. (N271)

**NOTE: TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.**

#### 9.5.101 O-Level Request for TD Compliance Assist (AMSU/Production Control Entries)

Figure 9-109 is an example of the entries required by AMSU/Production Control for an O-level TD compliance assist. Type MAF code "TD" (N271).

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N271)

ACT ORG - I-level organization code; system generated.

TRANS - Transaction code must be 41 or 47 (as appropriate). (Appendix P) (N271)

M/L - Must be 2. (N271)

TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N271)

TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. (Appendix L) (N271)

TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N271)

TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N271)

TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N271)

TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N271)

TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N271)

TYPE EQUIP - Enter the TEC that identifies the type of engine to which the TD applies. Enter YE series TEC for components. (N271)

BU/SER NUMBER - Enter the PSSN of the engine or serial number of the component to which the TD applies; otherwise enter 000000. (N271)

POSIT - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

REMOVED/OLD ITEM-Enter the FSCM, serial number, part number, and Julian date removed. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

JOB CONTROL NUMBER - Utilize O-level JCN. (N271)

WORK CENTER - Enter the appropriate work center code. (Appendix S). (N271/N248)

DISCREPANCY - Enter the narrative description of the discrepancy. (N271)

PRI - Enter 1, 2, or 3. (N248/N271)

**NOTES: 1. TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.**

**2. Production Control will initiate separate MAFs for each work center involved, using the same JCN as the control document.**

#### 9.5.102 O-Level Request for TD Compliance Assist (Completed)

Figure 9-110 is an example of a completed MAF for an O-level TD compliance assist. The following explains documentation. (\*) denotes those data fields previously completed in conversation (N271). Type MAF Code "TD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

WORK UNIT CODE\* - System generated. (N271)

ACT ORG\* - System generated.

TRANS - Enter the appropriate transaction code. (Appendix P) (N271)

M/L\* - System generated.

A/T - Enter the appropriate TD status code. (Appendix J) (N261)



I/P - Must be 0. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TECHNICAL DIRECTIVE ID INT\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - System generated. (Appendix L) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID AM\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID PART\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - System generated. (N271)  
 TYPE EQUIP\* - System generated. (N271)  
 BU/SER NUMBER\* - System generated. (N271)  
 POSIT\* - System generated. (N271/N261)  
 SFTY/EI\* - System generated. (N271/N261)  
 REMOVED/OLD ITEM\* - System generated. (N271)  
 INSTALLED NEW ITEM-Enter the FSCM, serial number, part number, and Julian date installed. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER\* - System generated. (N271)  
 WORK CENTER\* - System generated. (Appendix S). (N248/N271)  
 DISCREPANCY\* - System generated. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTES: 1. TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.**

**2. If an engine or engine component sent to the IMA for TD compliance is found to require repair, the IMA will inform the O-level activity, which must provide a turn-in MAF for documenting the repair action. The original TD compliance MAF is destroyed and Production Control initiates a replacement TD compliance MAF using a supply JCN.**

### 9.5.103 O-Level Turn-In Control Document for Engine Repair (Modular Engine)

Figure 9-111 is an example of an O-level turn-in MAF for a modular engine repair. Type MAF Code "D". (N271).

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N271)  
 MAL CODE - Enter the conditional MAL code (if applicable); otherwise leave blank. (N271)  
 TYPE EQUIP - Enter the TEC of the engine. (N271)  
 BU/SER NUMBER - Enter the PSSN. (N271)  
 W/D - Enter the applicable WD code. (Appendix R) (N271)  
 T/M - Enter the appropriate TM code. (Appendix H) (N271)  
 POSIT - Enter the appropriate PSI (if applicable). (N271/N261)  
 SAFETY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)  
 REMOVED/OLD ITEM-Reflects the PSSN as a removed component on the turn-in MAF. Leave part number blank. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)  
 DISCREPANCY - Enter narrative description of the discrepancy and initiator. Provide inspection JCN for IMA use. (N271)  
 INSPECTION JCN - Enter inspection JCN from discrepancy field. (N271)  
 TURN-IN DOCUMENT - Transcribe the data from O-level turn-in. (N271)

**9.5.104 Fix-In-Place (Not Requiring Material)**

Figure 9-112 is an example of a supporting MAF for a fix-in-place repair action on a modular engine not requiring material. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE - System generated from engine turn-in MAF.  
 ACT ORG - I-level organization code. System generated.  
 TRANS - Must be 11. (Appendix P) (N261)  
 M/L - Must be 2; system generated.  
 A/T - System generated from engine turn-in MAF.  
 MAL CODE - System generated from engine turn-in MAF.  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated from engine turn-in MAF.  
 BU/SER NUMBER - System generated from engine turn-in MAF.  
 W/D - System generates W; it can be changed to R or X. (Appendix R) (N246/N261)  
 T/M - System generated. (Appendix H) (N246/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 JOB CONTROL NUMBER - JCN system generated from engine turn-in MAF.  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N246)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**9.5.105 Fix-In-Place (Requiring Material)**

Figure 9-113 is an example of a supporting MAF for a fix-in-place repair action on a modular engine requiring material. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED REQUIRED MATERIAL - Enter the failed parts, identify parts that caused AWP during repair, and/or record supply requisitions. (N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N246)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Enter 12 when material is being indexed in failed/required material. (Appendix P) (N261)  
 M/L - System generated from engine turn-in MAF, must be 2. (N246)  
 A/T - System generated from engine turn-in MAF.  
 MAL CODE - System generated from engine turn-in MAF.  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated from engine turn-in MAF.  
 BU/SER NUMBER - System generated from engine turn-in MAF.  
 W/D - System generates W; it can be changed to R or X. (Appendix R) (N246/N261)

T/M - System generated. ([Appendix H](#)) (N246/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N246/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N246/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N246/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 JOB CONTROL NUMBER - JCN system generated from engine turn-in MAF.  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N246)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N246)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.106 Removal/Replacement of a Repairable Subassembly with No Repairable Sub-Subassemblies

[Figure 9-114](#) is an example of a removal/replacement of a repairable subassembly with no repairable sub-subassemblies. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 23. ([Appendix P](#)) (N261)  
 M/L - System generated.  
 A/T - Must be R. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Must be 1. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated from engine turn-in MAF.  
 BU/SER NUMBER - System generated from engine turn-in MAF.  
 W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N240/N261)  
 T/M - System generated. ([Appendix H](#)) (N240/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
 INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER - JCN system generated from engine turn-in MAF.  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)



### 9.5.107 Removal/Replacement of a Repairable Module/Component with Repairable Sub-Subassemblies

Figure 9-115 is an example of a supporting MAF for a removal/replacement of repairable modules/components with repairable sub-subassemblies. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 23. (Appendix P) (N261)  
 M/L - System generated.  
 A/T - Must be R. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Must be 1. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - System generated from engine turn-in MAF.  
 BU/SER NUMBER - System generated from engine turn-in MAF.  
 W/D - System generates W; it can be changed to R or X. (Appendix R) (N240/N261)  
 T/M - System generated. (Appendix H) (N240/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
 INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER - JCN system generated from engine turn-in MAF.  
 WORK CENTER - Enter the appropriate work center code. (Appendix S). (N240)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.108 Engine Repair Control Document (Completed)

Figure 9-116 is an example of a completed engine repair control document. Use the turn-in document and complete the following blocks. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields completed by the AMSU induction (N271). Type MAF Code "D".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE\* - System generated. (N271)  
 ACT ORG\* - System generated.  
 TRANS - Transaction code must be 31. (Appendix P) (N261)  
 M/L\* - System generated.  
 A/T - Enter the appropriate AT code. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP\* - System generated. (N271)  
 BU/SER NUMBER\* - System generated. (N271)  
 W/D\* - System generated. ([Appendix R](#)) (N271/N261)  
 T/M\* - System generated. ([Appendix H](#)) (N271/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N261/N271)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)  
 REPAIR CYCLE\* - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates, and times. (N259/N260)  
 REMOVED/OLD ITEM\* - System generated. (N271)  
 JOB CONTROL NUMBER\* - System generated. (N271)  
 WORK CENTER\* - System generated. ([Appendix S](#)). (N271)  
 DISCREPANCY\* - System generated. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.109 Turn-In of Repairable Module with Repairable Sub-Subassemblies

[Figure 9-117](#) is an example of a turn-in [MAF](#) for repairable sub-subassemblies. An engine module turned in for repair will have the following data fields system generated when the part is ordered in conversation (N249). The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)  
 MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)  
 TYPE EQUIP\* - System generated for modules with an X in the fourth position. (N249)  
 BU/SER NUMBER\* - System generated. (N249)  
 W/D\* - System generated. (N249)  
 T/M\* - System generated. (N249)  
 REMOVED/OLD ITEM\* - System generated. (N249)  
 JOB CONTROL NUMBER\* - System generated. (N249)  
 DISCREPANCY\* - System generated. (N249)  
 TURN-IN DOCUMENT - System generated. (N249)

#### 9.5.110 Removal/Replacement of a Repairable Sub-Subassembly from a Module

[Figure 9-118](#) is an example of a supporting [MAF](#) for a removal/replacement of a repairable sub-subassembly from a module. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being removed/replaced. (N240)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 23. ([Appendix P](#)) (N261)  
 M/L - System generated.  
 A/T - Must be R. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
 I/P - Must be 1. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.

TYPE EQUIP - System generated for the engine module with fourth position X. (N249)  
BU/SER NUMBER - System generated for the engine module. (N249)  
W/D - System generates W; it can be changed to R or X. ([Appendix R](#)) (N240/N261)  
T/M - System generated. ([Appendix H](#)) (N240/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
JOB CONTROL NUMBER - JCN system generated. (N249)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N240)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.111 Module Repair (Completed)

[Figure 9-119](#) is an example of a completed MAF for module repair. Use the turn-in document and complete the following blocks. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields that are system generated.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE\* - Enter the specific WUC for the item being removed/replaced. (N249)  
ACT ORG - I-level organization code; system generated.  
TRANS - Transaction code must be 31. ([Appendix P](#)) (N261)  
M/L - Must be 2; system generated.  
A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP\* - System generated for the engine module with fourth position X. (N249)  
BU/SER NUMBER\* - System generated for the engine module. (N249)  
W/D\* - System generates W; it can be changed to R or X. ([Appendix R](#)) (N240/N261)  
T/M\* - System generated. ([Appendix H](#)) (N240/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N270/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N270/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates, and times. (N240/N259/N260)  
REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
JOB CONTROL NUMBER\* - System generated. (N249)  
WORK CENTER\* - Enter the appropriate work center code. ([Appendix S](#)). (N270)  
DISCREPANCY\* - Enter the narrative description of the discrepancy. (N270)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.112 Turn-In of Repairable Sub-Subassembly from a Repairable Component

Figure 9-120 is an example of a turn-in MAF for a repairable sub-subassembly from a repairable component. A repairable sub-subassembly turned in for repair will have the following data fields system generated when the part is ordered in conversation (N249). The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)

MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)

TYPE EQUIP\* - System generated for modules with an X in the fourth position. (N249)

BU/SER NUMBER\* - System generated to reflect module serial number. (N249)

W/D\* - System generated. (N249)

T/M\* - System generated. (N249)

REMOVED/OLD ITEM\* - System generated. (N249)

JOB CONTROL NUMBER\* - System generated. (N249)

DISCREPANCY\* - System generated. (N249)

TURN-IN DOCUMENT - System generated. (N249)

### 9.5.113 Repair of a Repairable Component with Required Material

Figure 9-121 is an example of a repair of a repairable component with required material. Use the turn-in document and complete the following blocks. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields that are system generated.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE\* - Enter the specific WUC for the item being removed/replaced. (N249)

ACT ORG - I-level organization code; system generated.

TRANS - Transaction code must be 31 or 32. (Appendix P) (N261)

M/L - Must be 2; system generated.

A/T - Enter the appropriate AT code. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP\* - System generated for the engine module with fourth position X. (N249)

BU/SER NUMBER\* - System generated for the engine module. (N249)

W/D\* - System generates W; it can be changed to R or X. (Appendix R) (N240/N261)

T/M\* - System generated. (Appendix H) (N240/N261)

POSIT - Enter the appropriate PSI (if applicable). (N240/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N240/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)

REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

JOB CONTROL NUMBER - System generated. (N249)

WORK CENTER - Enter the appropriate work center code. (Appendix S). (N270)

DISCREPANCY - Enter the narrative description of the discrepancy. (N249)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

#### 9.5.114 Turn-In of a Repairable Component Sub-Subassemblies

Figure 9-122 is an example of a turn-in MAF for a repairable component. Use for turn-in of defective sub-subassembly for sub-subassembly repair in the I-level activity when the repair of these items is accomplished as a separate job. The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)

MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)

TYPE EQUIP\* - System generated for modules with an X in the fourth position. (N249)

BU/SER NUMBER\* - System generated to reflect module serial number. (N249)

W/D\* - System generated. (N249)

T/M\* - System generated. (N249)

REMOVED/OLD ITEM\* - System generated. (N249)

JOB CONTROL NUMBER\* - System generated. (N249)

DISCREPANCY\* - System generated. (N249)

TURN-IN DOCUMENT\* - System generated. (N249)

#### 9.5.115 Repair of a Sub-Subassembly from a Component Subassembly (Completed)

Figure 9-123 is an example of a completed MAF for repair of a sub-subassembly from a component subassembly. Use the turn-in document and complete the following blocks. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields that are system generated.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE\* - Enter the specific WUC for the item being removed/replaced. (N249)

ACT ORG - I-level organization code; system generated.

TRANS - Transaction code must be 31 or 32. (Appendix P) (N261)

M/L - Must be 2; system generated.

A/T - Enter the appropriate AT code. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP\* - System generated for the engine module with fourth position X. (N249)

BU/SER NUMBER\* - System generated for the engine module. (N249)

W/D\* - System generates W; it can be changed to R or X. (Appendix R) (N240/N261)

T/M\* - System generated. (Appendix H) (N240/N261)

POSIT - Enter the appropriate PSI (if applicable). (N270/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N270/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates, and times. (N240/N259/N260)

REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

JOB CONTROL NUMBER - System generated. (N249)

WORK CENTER - Enter the appropriate work center code. (Appendix S). (N270)

DISCREPANCY - Enter the narrative description of the discrepancy. (N270)



CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

### 9.5.116 Removal/Replacement of a Repairable Sub-Subassembly from a Module

Figure 9-124 is an example of a removal and replacement of a repairable sub-subassembly MAF from a module. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions. (\*) denotes those data fields that are system generated.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE\* - Enter the specific WUC for the item being removed/replaced. (N249)

ACT ORG - I-level organization code; system generated.

TRANS - Transaction code must be 23. (Appendix P) (N261)

M/L - Must be 2; system generated.

A/T - Must be R. (Appendix E) (N261)

MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP\* - System generated for the engine module with fourth position X. (N249)

BU/SER NUMBER\* - System generated for the engine module. (N249)

W/D\* - System generates W; it can be changed to R or X. (Appendix R) (N240/N261)

T/M\* - System generated. (Appendix H) (N240/N261)

POSIT - Enter the appropriate PSI (if applicable). (N270/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N270/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N240/N259/N260)

REMOVED/OLD ITEM\*-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

DISCREPANCY - Enter the narrative description of the discrepancy. (N249)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

JOB CONTROL NUMBER - System generated. (N249)

WORK CENTER - Enter the appropriate work center code. (Appendix S). (N270)

### 9.5.117 Turn-In of a Repairable Sub-Subassembly from a Module

Figure 9-125 is an example of a turn-in of a repairable sub-subassembly from a repairable component. The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)

MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)

TYPE EQUIP\* - System generated for modules with an X in the fourth position. (N249)

BU/SER NUMBER\* - System generated to reflect module serial number. (N249)

W/D\* - System generated. (N249)

T/M\* - System generated. (N249)

REMOVED/OLD ITEM\* - System generated. (N249)

JOB CONTROL NUMBER\* - System generated. (N249)  
DISCREPANCY\* - System generated. (N249)  
TURN-IN DOCUMENT\* - System generated. (N249)

### 9.5.118 O-Level Turn-In Control Document Modular Engine Turn-In (Solely for Major Engine Inspection)

Figure 9-126 is an example of an O-level turn-in control document. Use for turn-in from the O-level activity to accomplish the induction of the engine in conversation AMSU induction. (N271) Type MAF Code PC.

WORK UNIT CODE - Enter the seven position WUC describing the inspection. (N271)  
TYPE EQUIP - Enter the TEC of the engine. (N271)  
BU/SER NUMBER - Enter the PSSN for the engine. (N271)  
W/D - Must be O. (N271)  
T/M - Must be J. (N271)  
POSIT - Enter the appropriate PSI (if applicable). (N271/N261)  
REMOVED/OLD ITEM - Reflects the PSSN as a removed component. Leave part number blank. (N271)  
JOB CONTROL NUMBER - Use O-level phase JCN. (N271)  
DISCREPANCY - Enter narrative description of the type of inspection to be performed and initiator. (N271)  
TURN-IN DOCUMENT - Use O-level turn-in document number. (N271)  
SYSTEM/REASON - Enter the engine PSSN and the word MOM. (N248)

### 9.5.119 Major Modular Engine Inspection (Look Phase Supporting Work Center)

Figure 9-127 is an example of a look phase supporting work center for a major engine inspection not requiring any material. If more than one work center is involved in the inspection, a separate supporting MAF must be documented for each work center. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
WORK UNIT CODE - Same as control document. (N243)  
ACT ORG - I-level organization code, system generated.  
TRANS - Must be 11, system generated. (Appendix P) (N243/N261)  
M/L - System generated.  
A/T - Must be 0. (Appendix E) (N243/N261)  
MAL CODE - Must be 000. (Appendix I) (N243/N261)  
I/P - Must be 0. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Same as control document, system generated. (N243)  
BU/SER NUMBER - Same as control document, system generated. (N243)  
W/D - Same as control document, system generated. (Appendix R) (N243/N261)  
T/M - Same as control document, system generated. (Appendix H) (N243/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N243/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N243/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N243/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
DISCREPANCY - Enter the card numbers of the MRC to be complied with. (N243)  
CORRECTIVE ACTION - Enter the MRC card numbers complied with and item numbers of any discrepancy discovered. Any discrepancy found will have a fix phase JCN assigned. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)  
JOB CONTROL NUMBER - JCN system generated. (N243)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N243)  
 SYSTEM/REASON - Enter the engine serial number and the word LOOK. (N243)

### 9.5.120 Major Modular Engine Inspection (Look Phase Supporting Work Center) (Engine Test Cell Run)

[Figure 9-128](#) is an example of a look phase supporting [work center](#) for a major engine inspection (Engine Test Cell Run). The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE - Same as control document. (N243)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 11, system generated. ([Appendix P](#)) (N243/N261)  
 M/L - System generated.  
 A/T - Must be 0. ([Appendix E](#)) (N243/N261)  
 MAL CODE - Must be 000. ([Appendix I](#)) (N243/N261)  
 I/P - Must be 0. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Same as control document, system generated. (N243)  
 BU/SER NUMBER - Same as control document, system generated. (N243)  
 W/D - Same as control document, system generated. ([Appendix R](#)) (N243/N261)  
 T/M - Same as control document, system generated. ([Appendix H](#)) (N243/N261)  
 POSIT - Enter the appropriate PSI (if applicable). (N243/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N243/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N243/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
 DISCREPANCY - Enter the card numbers of the MRC to be complied with. (N243)  
 CORRECTIVE ACTION - Enter the MRC card numbers complied with and item numbers of any discrepancy discovered. Any discrepancy found will have a fix phase JCN assigned. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)  
 JOB CONTROL NUMBER - JCN system generated. (N243)  
 WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N243)  
 SYSTEM/REASON - Enter the engine serial number and the word RUN. (N243)

### 9.5.121 Major Engine Inspection (Fix-In-Place)

[Figure 9-129](#) is an example of a fix-in-place [MAF](#) during a major engine inspection. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the failed parts(s), identify parts that caused AWP during repair, and/or record supply requisition(s) (if applicable). (N251)  
 WORK UNIT CODE - Enter the specific WUC. (N244)  
 ACT ORG - I-level organization code, system generated.  
 TRANS - Must be 11 or 12. ([Appendix P](#)) (N261)  
 M/L - System generated.  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261)  
 MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)



I/P - Enter the total number of items processed. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Same as control document, system generated. (N244)  
BU/SER NUMBER - Same as control document, system generated. (N244)  
W/D - Must be M, system generated. ([Appendix R](#)) (N244/N261)  
T/M - System generated. ([Appendix H](#)) (N244/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N244/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N244)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)  
JOB CONTROL NUMBER - JCN system generated. (N244)  
WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N244)

### 9.5.122 Major Engine Inspection (Fix Phase Module Replacement)

[Figure 9-130](#) is an example of a fix phase module replacement [MAF](#) during a major engine inspection. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
WORK UNIT CODE - Enter the specific WUC for the item being requisitioned. (N244)  
ACT ORG - I-level organization code, system generated.  
TRANS - Must be 23. ([Appendix P](#)) (N261)  
M/L - Must be 2; system generated.  
A/T - Must be R. ([Appendix E](#)) (N261)  
MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Same as control document. (N244)  
BU/SER NUMBER - Same as control document. (N244)  
W/D - Must be M. ([Appendix R](#)) (N244/N261)  
T/M - System generated. ([Appendix H](#)) (N244/N261)  
POSIT - Enter the appropriate PSI (if applicable). (N244/N261)  
SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)  
REMOVED/OLD ITEM-Enter the appropriate data to reflect the old module. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)  
INSTALLED/NEW ITEM-Enter the appropriate data to reflect the new module. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N244)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

JOB CONTROL NUMBER - JCN system generated. (N244)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N244)

### 9.5.123 Major Engine Inspection (Module Turn-In)

[Figure 9-131](#) is an example of a fix phase module replacement [MAF](#) during a major engine inspection. The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)

MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)

TYPE EQUIP\* - System generated for modules with an X in the fourth position. (N249)

BU/SER NUMBER\* - System generated to reflect module serial number. (N249)

W/D\* - System generated. (N249)

T/M\* - System generated. (N249)

REMOVED/OLD ITEM\* - System generated. (N249)

JOB CONTROL NUMBER\* - System generated. (N249)

DISCREPANCY\* - System generated. (N249)

TURN-IN DOCUMENT\* - System generated. (N249)

### 9.5.124 Major Engine Inspection (Fix Phase Repairable Component Replacement)

[Figure 9-132](#) is an example of a fix phase repairable component replacement [MAF](#) during a major engine inspection. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED/REQUIRED MATERIAL - Record supply requisitions. (N249/N251)

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N244/N261)

ACT ORG - I-level organization code, system generated.

TRANS - Must be 23. ([Appendix P](#)) (N261)

M/L - Must be 2; system generated.

A/T - Must be R. ([Appendix E](#)) (N261)

MAL CODE - Enter the appropriate MAL code. ([Appendix I](#)) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - System generated for the engine. (N244)

BU/SER NUMBER - System generated for the engine. (N244)

W/D - System generated. ([Appendix R](#)) (N244/N261)

T/M - System generated. ([Appendix H](#)) (N244/N261)

POSIT - Enter the appropriate PSI (if applicable). (N244/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N244/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N244/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N244/N259/N260)

REMOVED/OLD ITEM-Enter the appropriate data for the removed/old item. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N249)

INSTALLED/NEW ITEM-Enter the appropriate data for the installed/new item. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)

DISCREPANCY - Enter the narrative description of the discrepancy. (N244)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

JOB CONTROL NUMBER - JCN system generated. (N244)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N244)

#### 9.5.125 Major Engine Inspection (Fix Phase Component Turn-In)

[Figure 9-133](#) is an example of a fix phase component turn-in MAF during a major engine inspection. The turn-in will be inducted in conversation (N270). (\*) denotes those data fields that are system generated.

WORK UNIT CODE\* - System generated. (N249)

MAL CODE - Enter conditional MAL code (if applicable); otherwise leave blank. (N270)

TYPE EQUIP\* - System generated for engine TEC. (N249)

BU/SER NUMBER\* - System generated to reflect engine. (N249)

W/D\* - System generated. (N249)

T/M\* - System generated. (N249)

REMOVED/OLD ITEM\* - System generated. (N249)

JOB CONTROL NUMBER\* - System generated. (N249)

DISCREPANCY\* - System generated. (N249)

TURN-IN DOCUMENT - System generated. (N249)

#### 9.5.126 Completed Major Inspection Control Document (Modular Engine Turned-In Solely for Major Inspection)

[Figure 9-134](#) is an example of a major inspection control document for an engine turned-in solely for inspection. The following data fields require entries for a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the control document. If more than one work center is involved, a separate supporting MAF must be documented for each work center involved in the inspection. (N262/N259)

WORK UNIT CODE - Enter the specific WUC for the item being processed. (N244)

ACT ORG - I-level organization code, system generated.

TRANS - Must be 31. ([Appendix P](#)) (N261)

M/L - Must be 2; system generated.

A/T - Must be 0. ([Appendix E](#)) (N261)

MAL CODE - Must be 000. ([Appendix I](#)) (N261)

I/P - Must be 1. (N261)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - System generated for the engine. (N271)

BU/SER NUMBER - System generated for the engine. (N271)

W/D - System generated. ([Appendix R](#)) (N271/N261)

T/M - System generated. ([Appendix H](#)) (N271/N261)

POSIT - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N259/N260)

REMOVED/OLD ITEM-Reflects the PSSN as a removed component on the control document only. All other supporting documents will not have the PSSN identification listed in the "E" record. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

DISCREPANCY - Enter the narrative description of the discrepancy. (N271)

CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

JOB CONTROL NUMBER - JCN system generated. (N271)

WORK CENTER - Enter the appropriate work center code. ([Appendix S](#)). (N271)

### 9.5.127 O-Level Activity Request for a Modular Engine TD Compliance by I-Level Activity

[Figure 9-135](#) is an example of the [O-level](#) originating the [TD](#) compliance [MAF](#) using an O-level [JCN](#) for modular engine sent to the [I-level](#) activity solely for TD compliance. Type MAF Code TC.

WORK UNIT CODE - Enter the module or component [WUC](#). (N271)

TECHNICAL DIRECTIVE ID INT - Enter X (if applicable). (N271)

TECHNICAL DIRECTIVE ID CODE - Enter appropriate code. ([Appendix L](#)) (N271)

TECHNICAL DIRECTIVE ID BASIC NO. - Enter basic number. (N271)

TECHNICAL DIRECTIVE ID RV - Enter revision (if applicable). (N271)

TECHNICAL DIRECTIVE ID AM - Enter amendment (if applicable). (N271)

TECHNICAL DIRECTIVE ID PART - Enter part (if applicable). (N271)

TECHNICAL DIRECTIVE ID KIT - Enter kit number. (N271)

TYPE EQUIP - Enter the TEC for module to which the TD applies. (N271)

BU/SER NUMBER - Enter the appropriate bureau/serial number for the module. (N271)

POSIT - Enter the appropriate PSI (if applicable). (N261/N271)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N261/N271)

REMOVED/OLD ITEM-Must be filled in under the following circumstances: 1) If module will have a part number change; 2) If the TD applies to a component within the module, enter the information concerning the component. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

JOB CONTROL NUMBER - Use O-level JCN. (N271)

DISCREPANCY - Enter the narrative description of the discrepancy and initiator. (N271)

**NOTE:** TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.

### 9.5.128 Production Control Entries (O-Level Activity Request for TD Compliance)

[Figure 9-136](#) is an example of [Production Control](#) entries on an [O-level](#) activity request for a [TD](#) compliance [MAF](#). (\*) indicates data entered from the O-level turn-in document.

WORK UNIT CODE\* - System generated. (N271)

ACT ORG\* - System generated.

TRANS - Transaction code must be 41 or 47 (as appropriate). ([Appendix P](#)) (N261)

M/L\* - System generated. Must be 2. (N271)

TECHNICAL DIRECTIVE ID INT\* - System generated. (N271)

TECHNICAL DIRECTIVE ID CODE\* - System generated. ([Appendix L](#)) (N271)

TECHNICAL DIRECTIVE ID BASIC NO.\* - System generated. (N271)

TECHNICAL DIRECTIVE ID RV\* - System generated. (N271)

TECHNICAL DIRECTIVE ID AM\* - System generated. (N271)

TECHNICAL DIRECTIVE ID PART\* - System generated. (N271)

TECHNICAL DIRECTIVE ID KIT\* - System generated. (N271)

TYPE EQUIP\* - System generated. (N271)

BU/SER NUMBER\* - System generated. (N271)

POSIT - Enter the appropriate PSI (if applicable). (N271/N261)

SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)

REPAIR CYCLE - Received date/time, system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N248/N271)

REMOVED/OLD ITEM-Must be filled in under the following circumstances: 1) If module will have a part number change; 2) If the TD applies to a component within the module, enter the information concerning the component. Second time cycle denotes removal of a warranted item. Third time cycle indicates contract number. (N271)

DISCREPANCY - Enter the narrative description of the discrepancy and initiator. (N271)

JOB CONTROL NUMBER - Use O-level JCN. (N271)

WORK CENTER\* - System generated. (Appendix S). (N271/N248)

**NOTE:** TD identification information must be loaded to the NALCOMIS Configuration Subsystem prior to the induction of any TD.

#### 9.5.129 Completed TD Compliance (Applies to a Module With No Module or Repairable Component P/N Change)

Figure 9-137 is an example of a TD compliance MAF documenting an end item TD with no removed component. For each component removed, a separate TD compliance turn-in document is generated per paragraph 9.5.20. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

**NOTE:** All TDs must reside in the configuration sub-system prior to the TD MAF being initiated. (N329)

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)

ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)

FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)

WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)

ACT ORG - System generated. (N276)

TRANS - Must be 41. (Appendix P) (N261/N276)

M/L - Must be 1. (N276)

A/T - Enter the appropriate AT code. (Appendix E) (N261/N276)

MAL CODE - Leave blank.

I/P - Enter the total number of items processed. (N261/N276)

HOURS - System generated from accumulated work hours field. (N259/N262)

EMT - System generated.

TYPE EQUIP - Enter the TEC for the item being processed. (N276)

BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)

W/D - Not required.

T/M - Not required.

POSIT - Not required.

SAFETY/EI - Not required.

TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)

REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N276/N259/N260)

MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates/times. (N276/N260)

REMOVED/OLD ITEM - Enter the appropriate data, if required. (N276)

INSTALLED/NEW ITEM - Enter the appropriate data, if required. (N250)

JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N276)

WORK CENTER - Enter the appropriate work center. (N276)

DISCREPANCY - Enter the narrative description. (N276)

CORRECTIVE ACTION - Enter the narrative description. (N261)

CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)

MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

#### 9.5.130 TD Compliance (Applies to a Module With P/N Change)

Figure 9-138 is an example of a MAF documented when processing an item for TD compliance at the IMA. The IMA will complete the remainder of the TD compliance MAF accounting for the item(s) processed in IP data field. (\*) denotes those data fields previously completed by the AMSU induction (N271). Type MAF Code "TD".

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)



ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 WORK UNIT CODE\* - System generated. (N271)  
 ACT ORG - I-level organization code; system generated.  
 TRANS - Must be 47. ([Appendix P](#)) (N261)  
 M/L\* - System generated. (N271)  
 A/T - Enter the TD status code. (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TECHNICAL DIRECTIVE ID INT\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID CODE\* - System generated. ([Appendix L](#)) (N271)  
 TECHNICAL DIRECTIVE ID BASIC NO.\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID RV\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID AM\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID PART\* - System generated. (N271)  
 TECHNICAL DIRECTIVE ID KIT\* - System generated. (N271)  
 TYPE EQUIP\* - System generated. (N271)  
 BU/SER NUMBER\* - System generated. (N271)  
 POSIT\* - System generated. (N271/N261)  
 SFTY/EI - Enter the appropriate safety/EI number (if applicable). (N271/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work /completed date/time; enter the appropriate Julian date and time. (N271/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates, and times. (N259/N260)  
 REMOVED/OLD ITEM\* - System generated. (N271)  
 INSTALLED NEW ITEM-Entries are required when a Y, D, S, H, or G series TEC is entered or whenever an incorporation is being reported against a component related modification. Second time cycle denotes installation of a warranted item. Third time cycle indicates contract number. (N250)  
 JOB CONTROL NUMBER\* - System generated. (N271)  
 WORK CENTER\* - System generated. (N271)  
 DISCREPANCY\* - System generated. (N271)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)

**NOTE:** TD identification information must be loaded to the [NALCOMIS](#) Configuration Subsystem prior to the induction of any TD.

### 9.5.131 TD Compliance (Applies to a Component Within A Module)

[Figure 9-139](#) is an example of a completed off-equipment TD compliance action. Off-equipment TD compliance actions are documented by completing the TD compliance turn-in document. The following data fields require entries to document a completed action. Some data fields are system generated or updated by using on-line functions.

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Enter the parts required information. (N251/N252/N253)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N276/N248)  
 ACT ORG - System generated. (N276)  
 TRANS - Must be 47. ([Appendix P](#)) (N261)  
 M/L - Must be 2. (N276/N261)  
 A/T - Enter the appropriate AT code. ([Appendix E](#)) (N261/N276)  
 MAL CODE - Leave blank.  
 I/P - Enter the total number of items processed. (N276/N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.

TYPE EQUIP - Enter the TEC for the item being processed. (N276)  
BU/SER NUMBER - Enter the appropriate bureau/serial number. (N276)  
W/D - Not required.  
T/M - Not required.  
POSIT - PSI (if applicable). (N261/N276)  
SAFETY/EI - Not required.  
TECHNICAL DIRECTIVE ID - Enter the appropriate TD information for the Code/Basic No/Kit. (N276)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N276/N259/N260)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates/times. (N259/N260)  
REMOVED/OLD ITEM - Enter the appropriate data, if required. (N276)  
INSTALLED/NEW ITEM - Enter the appropriate data, if required. (N250)  
JOB CONTROL NUMBER - System generated upon Production Control approval. (N248/N276)  
WORK CENTER - Enter the appropriate work center. (N276)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N276)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF. (N265) Not required.

### 9.5.132 Engine or Module Cannibalization (For A Supported Activity)

Figure 9-140 is an example of cannibalization action of a removal and subsequent replacement of a component from an engine or module under repair. Removed for a supported activity. Some data fields are system generated or updated by using on-line functions. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
FAILED/REQUIRED MATERIAL - This section will be used to document or record supply requisitions.  
WORK UNIT CODE - Enter the specific WUC of the item being cannibalized. (N247/N261)  
ACT ORG - I-level organization code, system generated.  
TRANS - Must be 18. (Appendix P) (N261)  
M/L - Must be 2. (N247)  
A/T - Must be T. (Appendix E) (N261)  
MAL CODE - Must be 813, 814, 815, 816, 817, or 818. (Appendix I) (N242/N243/N261)  
I/P - Must be 1. (N261)  
HOURS - System generated from accumulated work hours field. (N259/N262)  
EMT - System generated.  
TYPE EQUIP - Enter the general TEC for the engine or module, for example, JHDX. (N247)  
BU/SER NUMBER - Enter the SERNO of the engine or SERNO of the uninstalled module. (N247)  
W/D - Must be O, system generated. (Appendix R) (N247)  
T/M - Must be B, system generated. (Appendix H) (N247)  
REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N247/N259/N260)  
REMOVED/OLD ITEM - Enter the FSCM, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item. (N249)  
INSTALLED/NEW ITEM - Enter the FSCM, serial number, part number, Julian date removed, and appropriate time/cycle data for the installed item. (N250)  
MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates and times. (N247/N259/N260)  
DISCREPANCY - Enter the narrative description of the discrepancy. (N247)  
CORRECTIVE ACTION - Enter the narrative description of the corrective action taken. (N261)  
CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)  
JOB CONTROL NUMBER - JCN system generated from module inspection control MAF. (N247)

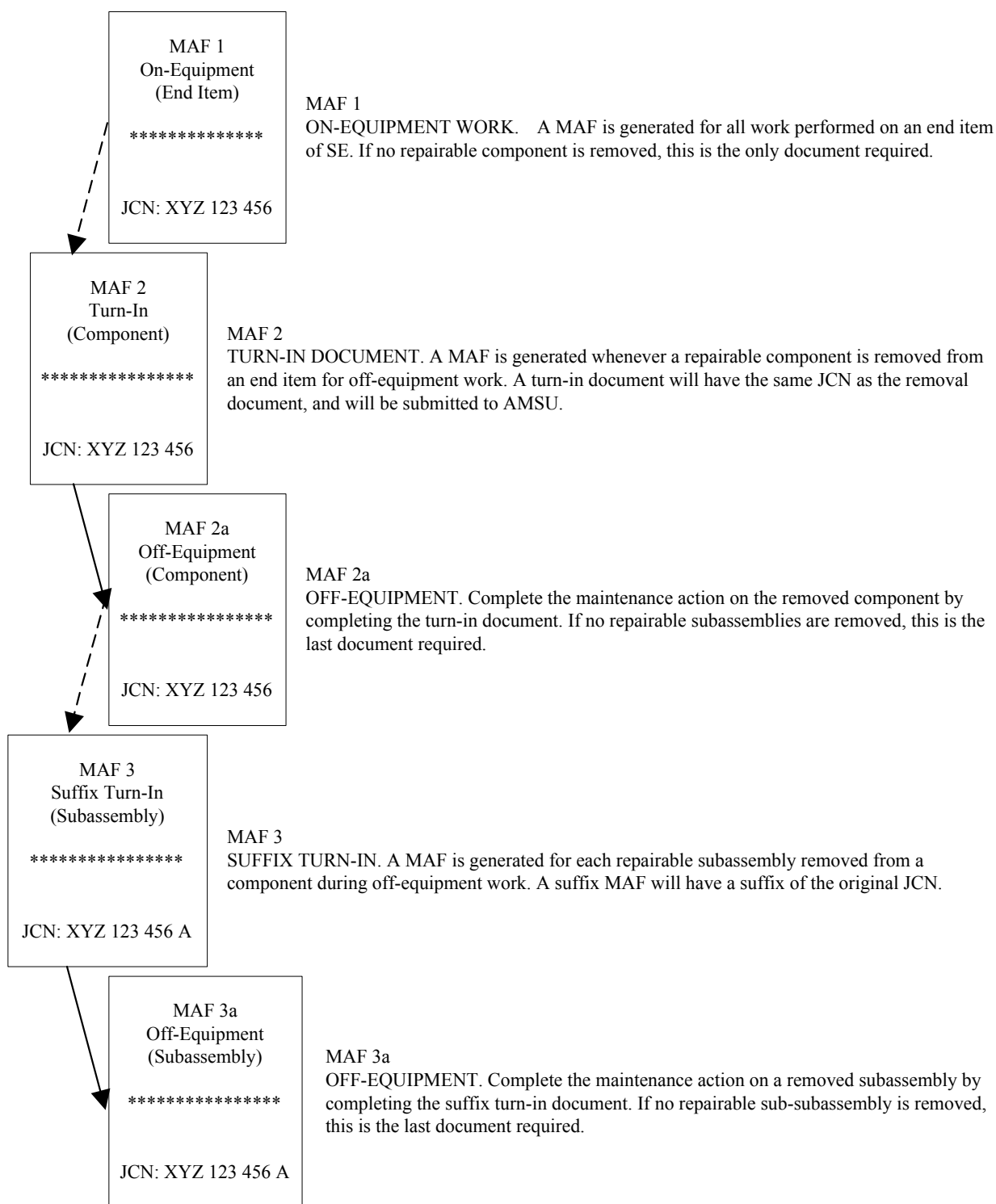
PRI - Production control or authorized personnel will fill in this data field to approve the initiated MAF. (N247)  
 SYSTEM/REASON - Enter a brief (snap shot) description of the reported discrepancy. (N247)

### 9.5.133 Removal and Replacement of Cartridges, Cartridge Activated Devices, and Propellant Actuated Devices (Intermediate Level Maintenance)

Figure 9-141 is an example of a MAF documented for the removal and replacement of aircraft installed explosive devices. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate field, signature is electronically posted. (N266)  
 ACCUMULATED WORK HOURS - Enter the appropriate data. (N262/N259)  
 FAILED/REQUIRED MATERIAL - Record supply requisitions. (N249/N251)  
 WORK UNIT CODE - Enter the specific WUC of the item being processed. (N240)  
 ACT ORG - I-level organization code.; system generated.  
 TRANS - Must be 18. (Appendix P) (N261)  
 M/L - Must be 2. (N240)  
 A/T - Enter the appropriate AT code. (Appendix E) (N261)  
 MAL CODE - Enter the appropriate MAL code. (Appendix I) (N261)  
 I/P - Enter the total number of items processed. (N261)  
 HOURS - System generated from accumulated work hours field. (N259/N262)  
 EMT - System generated.  
 TYPE EQUIP - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y. (N240)  
 BU/SER NUMBER - Enter the appropriate bureau/serial number, must be on data base. (N501/N240)  
 W/D - Enter the appropriate WD code. (Appendix R) (N240)  
 T/M - Enter the appropriate TM code. (Appendix H) (N240)  
 POSIT - Enter the appropriate PSI (if applicable). (N240/N261)  
 REPAIR CYCLE - Received date/time; system generated. In-work/completed date/time; enter the appropriate Julian date and time. (N240/N259/N260)  
 MAINTENANCE/SUPPLY REC - Enter the appropriate job status, Julian dates/times. (N240/N259/N260)  
 REMOVED/OLD ITEM - Enter the appropriate data for the removed/old item. The part number block (E23) shall reflect the lot number of the device removed. The time/cycle block (E42) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs. (N249)  
 INSTALLED/NEW ITEM - Enter the appropriate data for the installed/new item. The part number block (G23) shall reflect the lot number of the device installed. The time/cycle block (G38) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs. (N249)  
 JOB CONTROL NUMBER - System generated upon Production Control approval.  
 WORK CENTER - Enter the appropriate work center code. (Appendix S) (N240)  
 DISCREPANCY - Enter the narrative description of the discrepancy. (N240)  
 CORRECTIVE ACTION - Enter the narrative description of the corrective action. (N261)  
 CORRECTED BY/INSPECTED BY/SUPERVISOR - Signatures are electronically posted to the MAF, based on the individual SMQ/PASSWORD. (N259/N260/N264/N267)  
 MAINT CONTROL - Signature is electronically posted to the MAF, based on the individual's SMQ. (N265)





**NOTE:** If a repairable sub-subassembly is removed from a subassembly, repeat the procedures shown in MAF 3 and MAF 3a.

**Figure 9-1: Types of MAFs Used for SE, Training Devices, and Missile Target Documentation**

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
JHTRACY	1 D9891A7 JBS	96020	1.5					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
48KAE10	D98	11	1	C	105	01	1.5	1.5									
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GBGB	460640	D	B				S0691										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM					
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER				
IN WORK	96020	1500											
COMP	96020	1630											
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER						
				TIME/CYCLES			TIME/CYCLES						
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES						
STATUS				DATE		TIME	EOC	TIME/CYCLES					
M3	96020	1500											
IW	96020	1500		DISCREPANCY		THERMOCOUPLE LEADS ARE				PILOT/INITIATOR			
JC	96020	1630		LOOSE						AN STEELE			

CORRECTIVE ACTION TIGHTENED LOOSE LEADS

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
JHTRACY		IMWILSON		JBSMITH		IBMERCER		RFI	BCM

JOB CONTROL NUMBER			WORK CENTER		INSPT		TURN-IN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF		STATUS	JCN	PRI	DDS			
D	98	02	00	99	UP		3		AIR	START	SWP4826

Figure 9-2: End Item Repair (No Removed Component)

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
TRACY	1 D9891A4 KLD	96332	0.9	96332	1045	3	2.8

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

H			0	000		00000						
	FSCM	PDCA1		PART NUMBER		48P206 E0360						

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
48KA1N0	D98	12	1	C	127	01	0.9	0.9								

TYPE	BU/SER	EQUIP		NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
GBGB	CYP138				C	B											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM							
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER					
	96332	1045													
IN WORK	96332	1330													
COMP	96332	1425													
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED				PART NUMBER			
M3															
2.8															

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES		
M3	96332	1045													
IW	96332	1330		DISCREPANCY	LOAD CONTROL VALVE STAYS							PILOT/INITIATOR			
JC	96332	1425		OPEN								LT DEAN			

CORRECTIVE ACTION				ADJUSTED LOAD CONTROL VALVE AND				THERMOSTAT			
-------------------	--	--	--	---------------------------------	--	--	--	------------	--	--	--

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF		QA	
JHTRACY				IMWILSON				JBSMITH				IBMERCER				RFI		BCM	

JOB CONTROL NUMBER				WORK		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN						
D	9	8	3	3	2	4	9	6	91A	DOWN	1	HUFFER	SWP4826				

Figure 9-3: End Item Repair of a SEGTE (No Removed Component)

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT		TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
NERI	1	D9865Q7 SWP	96129	1.0	96129	0700	3	1.0	
HARRIS	1	D9865Q4 SWP	96129	1.5					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	77327	PART NUMBER	247AS20-100-005
------	-------	-------------	-----------------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
78HP800	D98	23	1	R	064	01	2.5	2.5									
TYPE		BU/SER															
EQUIP		NUMBER		W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
GVAB		000060		C	B				M1111								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96129	0800		77327	005		77327	1002				
COMP	96129	1200										
AWAITING MAINTENANCE HRS				PART NUMBER				DATE				
M3				247AS20-100-005				96129				
1.0												
				TIME/CYCLES				TIME/CYCLES				
				M7626				M2772				
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				
				W8000				W8000				
STATUS				DATE				TIME/CYCLES				
				X0129				X0111				
M3	96129	0700		DISCREPANCY				PILOT/INITIATOR				
IW	96129	0800						AEC CREWS				
WP	96129	0900										
IW	96129	1030										
JC	96129	1200										
CORRECTIVE ACTION R & R BB20. TESTS GOOD.												

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ		REQ		REQ		REQ	REQ
JHHARRIS		IBSMITH		IMLOGAN		ECMERCER		RFI	BCM
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		CENTER		JCN		BB20		SWP4826	
D 9 8 1 2 9 4 5 6		65Q		DOWN					

Figure 9-4: End Item Repair (Removed Repairable Component)

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
DUNN/WRIGHT	1 D9892A6 RIM	96198	6.0	96198	1110	8	25.2		
DUNN/WRIGHT	1 D9892A2 RIM	96199	6.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
12DCF	D98	11	1	S	800	01	12.0	6.0								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
GECB	014009	O	B					M0123								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0810									
COMP	96199	1520									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER			
M8	25.2										
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
M3	96198	0810									
IW	96198	0810		DISCREPANCY REMOVE REFRIGERATION DUCTING		PILOT/INITIATOR					
M8	96198	1110		FOR W/C 970. REINSTALL WHEN NOTIFIED.		AEC LEMPICKI					
IW	96199	1220									
JC	96199	1520		CORRECTIVE ACTION R & R DUCTING							

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHDUNN		MMLONG		RIMILLER		IBMERCER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		MCN	
ORG	DAY SER SUF	92A		DOWN		AIR COND		SWP4826	
D 9 8 1 9 8 4 2 0									

Figure 9-5: Facilitate Other Maintenance Action

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
TRACY/LALLY	1 D989704 SWS	96198	6.0	96198	0800	3	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
12DCH	D98	11	1	B	037	01	6.0	3.0								
TYPE	BU/SER	MAL														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GECB	014009	C	B				M0123									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0800									
COMP	96198	1200									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER			
M3	1.0										
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
M3	96198	0800		DISCREPANCY		EVAPORATOR WORKS		PILOT/INITIATOR			
IW	96198	0900		INTERMITTENTLY				AMCS KOVICH			
JC	96198	1200									

CORRECTIVE ACTION REPAIRED LOOSE CONTROL BRACKET

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ		REQ		REQ		REQ	REQ
JHTRACY		IMWILSON		JBSMITH		IBMERCER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		PRI		TURN-IN	
ORG	DAY	SER	SUF	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON
D	98	1984	19	DOWN	970	1			AIR COND
								SWP4826	

Figure 9-6: Primary Work Center Repair Action

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
TRACY	1 D9892A2 SWJ	96198	2.5	96198	0800	3	1.0	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
12DCH	D98	11	1	B	037	00	2.5	2.5								
TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GECEB	014009	V	B				M0123									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0900									
COMP	96198	1130									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
M3	1.5										
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96198	0800									
IW	96198	0900		DISCREPANCY ASSIST W/C 970 (EVAP				PILOT/INITIATOR			
JC	96198	1130		INTERMITTENT)				AT2 DEAN			

CORRECTIVE ACTION ASSISTED IN REPAIR OF LOOSE BRACKET

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
REQ				REQ				REQ				REQ				REQ	REQ
JHTRACY				IMWILSON				JBSMITH				IBMERCER				RFI	BCM
JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN	
ORG DAY SER SUF				CENTER				JCN				AIR COND				SWP4826	
D 9 8 1 9 8 4 1 9				92A				DOWN				1					

Figure 9-7: Assisting Work Centers (Same WUC)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

LLEMBACH

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
TRACY	1 D989304 KLD	96198	2.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
12DCD	D98	11	1	Z	170	01	2.0	2.0								
TYPE		BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GECEB	014009	V	B				M0123									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0830									
COMP	96198	1030									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER				
M3	1.5										
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES					
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES					
M3	96198	0830									
IW	96198	0830		DISCREPANCY		ASSIST W/C 970 (EVAP		PILOT/INITIATOR			
JC	96198	1030		INTERMITTENT)				AT2 DEAN			

CORRECTIVE ACTION REMOVED CORROSION FROM POWER TAKE  
OFF CONNECTOR TERMINAL.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
JHTRACY		IMWILSON		JBSMITH		IBMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	
D	9	8	1	9	8	4	1	9		
				930	DOWN		1			
									AIR COND	SWP4826

Figure 9-8: Assisting Work Centers (Different WUC)



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JHASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
HOYA	1 D989304 R/S	96198	1.0					
HOYA	1 D989304 R/S	96199	1.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	94990	PART NUMBER	8RV3006	00001	BK0	02	96198	6198D114	96199
------	-------	-------------	---------	-------	-----	----	-------	----------	-------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
44FM820	D98	18	1	T	814	01	2.0	2.0									
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GAC6	263755	O	B				M3144										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96198	0800		94990	12949			94990	12887		
COMP	96199	1000									
AWAITING MAINTENANCE HRS				PART NUMBER	REMOVED	DATE	PART NUMBER				
				8RV3006	96198		8RV3006				

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES

M3	96198	0800		DISCREPANCY	REMOVE VOLTAGE REGULATOR	PILOT/INITIATOR
IW	96198	0800				
WP	96198	0900		FOR #263730		AS1 SMITH
IW	96199	0900				
IW	96199	1000				

CORRECTIVE ACTION REMOVED AND REPLACED REGULATOR

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
JHHOYA		IBSMITH		RISILVER		ECMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDS	
D	9	8	1	9	30	DOWN	1			VOLT REG SWP4826

Figure 9-9: On-Equipment Cannibalization



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

31EL000

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		

GLCA AE4999 C B A0000

REPAIR CYCLE

RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	INSTALLED/NEW ITEM
------	------	------	-----	------	--------	--------	--------------------

IN WORK

COMP

AWAITING MAINTENANCE HRS PART NUMBER DATE REMOVED PART NUMBER

MAINTENANCE/SUPPLY REC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
------------------------	-------------	-------------	-------------

STATUS DATE TIME EOC TIME/CYCLES TIME/CYCLES

DISCREPANCY JACK RAM LEAKING.

PILOT/INITIATOR

POC VF-102 AMH1 KING EXT 2455.

AS2 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
--------------	--------------	------------	---------------	--------	--------

JOB CONTROL NUMBER	WORK	INSPT	SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	JCN	PRI TURN-IN DDSN	

AE4200545

JACK RAM LK SWP4826

Figure 9-11: Support Equipment Turned-In by a Supported Activity for Unscheduled Maintenance (Excluding PME)



[illegible]

### Figure 9-13: Turn-In Document SEGTE Repair

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
AYERS	1 D9865Q3 SWP	96129	3.0	96129	1100	3	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

H	X		R	064	20A1A40	00001	BK1	03	96129	6129D511	96129
	FSCM	77327		PART NUMBER	247AS20-244-001						

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
78HP800	D98	32	2	C	064	01	3.0	3.0									
TYPE	BU/SER																
EQUIP	NUMBER		W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GVAB	000060		C	B													

REPAIR CYCLE

RECD	DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
				FSCM SERIAL NUMBER	FSCM SERIAL NUMBER
IN WORK	96129	1200		77327 005	
COMP	96129	1500			

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
M3 1.0	247AS20-100-005	96129	

MAINTENANCE/SUPPLY REC	TIME/CYCLES	M7626	TIME/CYCLES
STATUS	DATE	TIME	EOC
A1	96129	1000	
M3	96129	1100	
IW	96129	1200	
JC	96129	1500	

DISCREPANCY				BB20 FAILS MODULATION TEST				PILOT/INITIATOR			
								AS2 SMITH			

CORRECTIVE ACTION R &amp; R 20A1A40. CHECKS GOOD.

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF	QA
JHAYERS	IBSMITH	IMLOGAN	ECMERCER	X	RFI BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	STATUS	JCN					
D 9 8 1 2 9 4 5 6	65Q	1	6129D911	BB20		SWP4826	

Figure 9-14: Off-Equipment Component Repair



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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
RICH	1 D986902 SWP	96130	2.0	96130	1100	3	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

H	X		R	064	A40Z1	00001	BK1	03	96130	6130D661	96130	
	FSCM	77327		PART NUMBER	247AS20-400-002							

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
78HPY27	D98	32	2	C	064	01	2.0	2.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GVAB	000060	W	B														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96129	1215		77327	0031						
COMP	96130	1400									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER				
M3				247AS20-244-001		96129					
1.0											
MAINTENANCE/SUPPLY REC				TIME/CYCLES		M3500	TIME/CYCLES				
STATUS				TIME/CYCLES			TIME/CYCLES				
DATE				TIME/CYCLES			TIME/CYCLES				

A1	96129	1215		DISCREPANCY BB20 20A1A40 CAUSES						PILOT/INITIATOR	
M3	96129	1100									
IW	96129	1200		MODULATION TEST TO FAIL						AE2 SMITH	
JC	96129	1400									

CORRECTIVE ACTION R &amp; R A40Z1. CHECKS GOOD.

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
TTRICH	IBSMITH	IMLOGAN	ECMERCER	X	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	STATUS						
D98129456A	690	3	6129G511	BB20	SWP4826		

Figure 9-16: Off-Equipment Subassembly Repair



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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X TNBOLYARD

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
030000L	D98	11	1	0	000	01	0.0	0.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GPDB	003145	O	P				M4687										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM							
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER	DATE	PART	NUMBER			
IN WORK	96198	0800													
COMP	96198	1400													
AWAITING MAINTENANCE HRS				PART NUMBER				REMOVED				PART NUMBER			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				
STATUS	DATE	TIME	EOC	DISCREPANCY	COMPLY WITH MRCS FOR	250 HR	PILOT/INITIATOR	AMS1	ROBINSON			
M3	96198	0800										
IW	96198	0800										
JC	96198	1400										

CORRECTIVE ACTION COMPLETED MRCS.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ		REQ		REQ		REQ	REQ
JHROSS		KRJOE		KRJOE		IBMERCER		RFI	BCM

JOB CONTROL NUMBER			WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN
D	98	198	A00	950	DOWN	1		250 HR INSP	SWP4826

Figure 9-17: Inspection Control Document

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

TNBOLYARD

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
JHROSS	1 D989202 JBS	96198	1.0	96198	1000	3	3.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
030000L	D98	11	1	0	000	00	1.0	1.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GPDB	003145	O	P				M4687										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	1300									
COMP	96198	1400									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED	PART NUMBER				
				TIME/CYCLES		TIME/CYCLES					
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES					
STATUS				DATE		TIME/CYCLES					
M3	96198	1000		DISCREPANCY				COMPLY WITH MRCS 7, 9, & 14			
IW	96198	1300						PILOT/INITIATOR			
JC	96198	1400						AZ2 STEELE			

CORRECTIVE ACTION COMPLETED CARDS 7, 9, &amp; 14.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHROSS	KRJOE	KRJOE	IBMERCER	RFI	BCM				
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		MCN	
D 98198A00		920		DOWN		PM INSP		SWP4826	

Figure 9-18: Inspection Look Phase Supporting Document

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

TNBOLYARD

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
REED/TAYLOR	1 D989103 KLD	96198	4.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	92679	PART NUMBER	113120	00001	BK0	03	96198	6198D113	96198			
------	-------	-------------	--------	-------	-----	----	-------	----------	-------	--	--	--

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID													
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
48HX8L0	D98	23	1	R	135	01	4.0	2.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GPDB	003145	M	P				M4826										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96198	1100		92679	106279			92679	106111		
COMP	96198	1300									
AWAITING MAINTENANCE HRS				PART NUMBER	REMOVED	DATE	PART NUMBER				
				1113120	96198		1113120				
				TIME/CYCLES	A0000		TIME/CYCLES	A0000			
MAINTENANCE/SUPPLY REC				TIME/CYCLES	TIME/CYCLES			TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES			TIME/CYCLES			
M3	96198	1100		DISCREPANCY STARTER NOISY AND DRAGGING				PILOT/INITIATOR			
IW	96198	1100						AS1 SMITH			
JC	96198	1300									

CORRECTIVE ACTION R &amp; R STARTER.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHREED	IBSMITH	RESILVER	ECMERCER	RFI	BCM				
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		PRI TURN-IN		DDSN	
ORG DAY SER SUF		STATUS		JCN		PRI		TURN-IN	
D 98198A02		910 DOWN		1		1		DDSN	
								SYSTEM/REASON	
								STARTER	
								MCN	
								SWP4826	

Figure 9-19: Inspection Fix Phase Document

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

TNBOLYARD

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
DAVIS	1 D989302 THT	96059	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	30003			PART NUMBER		00001 ZO9	06	96055	6055D912	96059		
------	-------	--	--	-------------	--	-----------	----	-------	----------	-------	--	--

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID							
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
44FM820	D98	41	1	C		01	1.0	1.0		62	2345		A1
TYPE	BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM CD
GAC6	261163						M1234						

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	
IN WORK	96055	1030									
COMP	96059	1100									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
				TIME/CYCLES				TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS				DATE				TIME			
M3				96055				1030			
IW				96055				1030			
WP				96055				1030			
IW				96059				1000			
JC				96059				1100			
				CORRECTIVE ACTION				INCORPORATE SEC 2345			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHDAVIS	IMJONES	JBLOWE	MTMCKEEN	RFI	BCM				
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		MCN	
ORG DAY SER SUF		STATUS		PRI		TURN-IN		DDS	
D 9 8 0 5 5 9 6 5		930		UP		3		SEC 2345	
								SWP4826	

Figure 9-20: End Item TD Compliance (No Removal Component)

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

TNBOLYARD

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
JONES/SELBY	1 D989204 RIM	96198	3.0	96198	1000	8	25.5		
JONES/SELBY	1 D989204 RIM	96199	3.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
15EE6	D98	11	1	S	804	01	6.0	3.0								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
GJDB	300901	O	B					M1234								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0830									
COMP	96199	1520									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER			
M8	25.5										
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
M3	96198	0830									
IW	96198	0830		DISCREPANCY REMOVE PRESSURE REGULATOR		PILOT/INITIATOR					
M8	96198	1000		FOR MOD. S/N 1063		CPL LLOYD					
IW	96199	1130									
JC	96199	1300		CORRECTIVE ACTION REPLACED MODIFIED PRESSURE REGULATOR							

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ		REQ		REQ		REQ	REQ
JHJONES		PMLONG		RIMILLER		IBMERCER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		MCN	
ORG DAY SER SUF		STATUS		PRI		TURN-IN		DDS	
D 9 8 1 9 8 4 2 0		92A		DOWN		1		AIR COND	
								SWP4826	

Figure 9-21: TD Compliance Supporting MAF

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
15EE6		47								62	0023					00

TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
YGAA	001063														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		

IN WORK				82598	1063
---------	--	--	--	-------	------

COMP	DATE	TIME	EOC	PART NUMBER	DATE REMOVED	PART NUMBER
AWAITING MAINTENANCE HRS				1267	96198	

MAINTENANCE/SUPPLY REC	TIME/CYCLES	A0000	TIME/CYCLES
STATUS	DATE	TIME	EOC

DISCREPANCY	INCORPORATE SEC 23 IN	PILOT/INITIATOR
PRESSURE REGULATOR		AS3 CREWS

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF						SEC 23	SWP4826
D 98198111							

Figure 9-22: TD Compliance Turn-In Document

N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X AJSTYLES									
VIDS/MAF OPNAV 4790/60 (REV 2-82)																			
=====										=====									
ACCUMULATED WORK HOURS										MAN . ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
WEST		1 D989405 KLD		96198		1.0													
.																			
.																			
.																			
.																			
.																			
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
WORK ACT		MAL		TECHNICAL DIRECTIVE ID															
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT				
15EE6	D98	47	2	C		01	1.0	1.0		62	0023				00				
TYPE		BU/SER																	
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
YGAA	001063																		
. . REPAIR CYCLE . . . . .																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96198	0800				FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER							
IN WORK	96198	0800				82598	1063			82598	1063								
COMP	96198	0900																	
AWAITING MAINTENANCE HRS		PART NUMBER		DATE		PART NUMBER													
		1267		96198		1267-1													
				TIME/CYCLES		A0000		TIME/CYCLES		A0000									
MAINTENANCE/SUPPLY REC		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES											
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES											
M3	96198	0800		DISCREPANCY		INCORPORATE SEC 23 IN		PILOT/INITIATOR											
IW	96198	0800		PRESSURE REGULATOR		AZ3 SMITH													
JC	96198	0900		CORRECTIVE ACTION		INCORPORATED SEC 23													
.																			
.																			
.																			
=====																			
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ REQ							
DAWEST		GSKEYS		GSKEYS		IBMERCER		RFI		BCM									
-----																			
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN											
ORG DAY SER SUF		CENTER		JCN		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN					
D 9 8 1 9 8 1 1 1		940		3		SEC 23		SWP4826											

Figure 9-23: Off-Equipment TD Compliance Action

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

TNBOLYARD

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
FRYE	1 D989301 SWH	96270	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
44FM820	D98	41	1	Q		01	1.0	1.0		62	2345					A1
TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GAC6	261163						M1234									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER			
IN WORK	96270	1000										
COMP	96270	1100										
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER				
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES				
M3	96270	1000										
IW	96270	1000		DISCREPANCY REMOVE SEC #2345 AS PER				PILOT/INITIATOR				
JC	96270	1100		NAVAIRSYSCOM MSG 270800Z SEP 93				BRINKMAN				

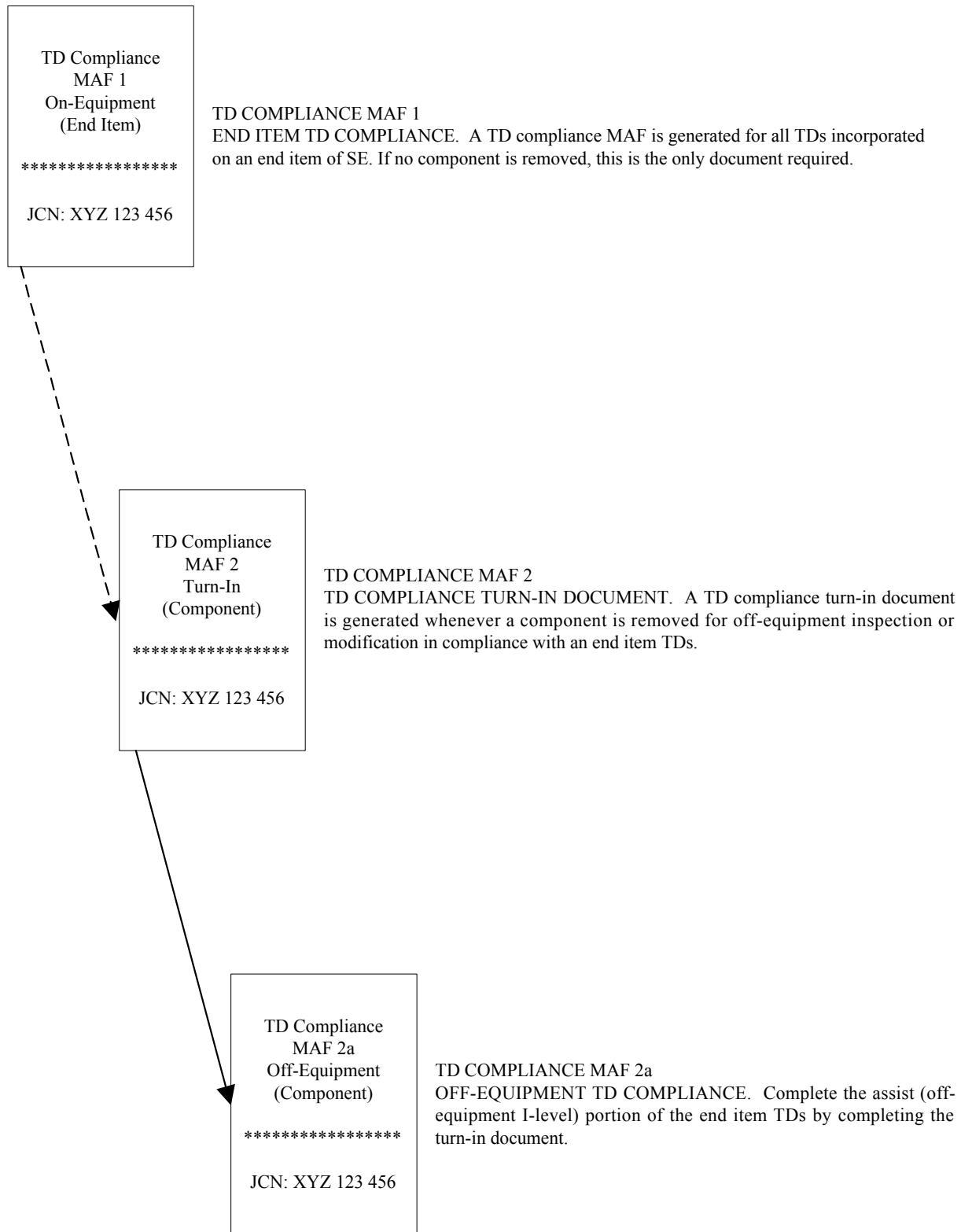
CORRECTIVE ACTION				REMOVED SEC #2345 AS PER NAVAIRSYSCOM			
				MSG 270800Z SEP 93			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
JHFRYE		SWHILL		SWHILL		IBMERCER		RFI	BCM

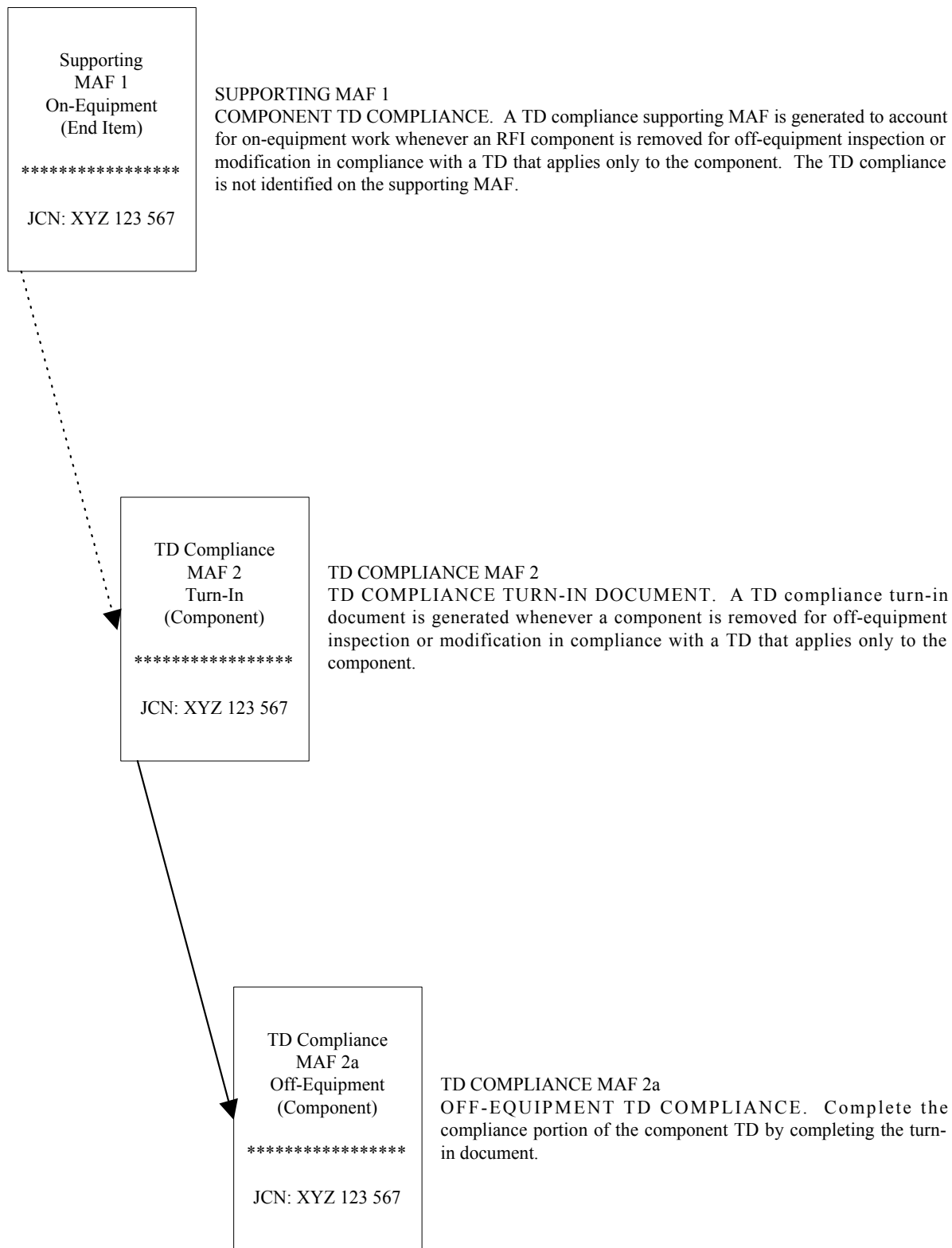
JOB CONTROL NUMBER			WORK CENTER		INSPT JCN		PRI	TURN-IN	DDSN	SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF										
D	9	8	2	7	0	0	6	5	930	UP	3	SEC2345	SWP4826

Figure 9-24: TD Compliance Removal (On-Equipment)





**Figure 9-25: MAF Required for End Item TD Compliance Concurrent with a Failed Part**



**Figure 9-26: MAF Required for Component TD Compliance**

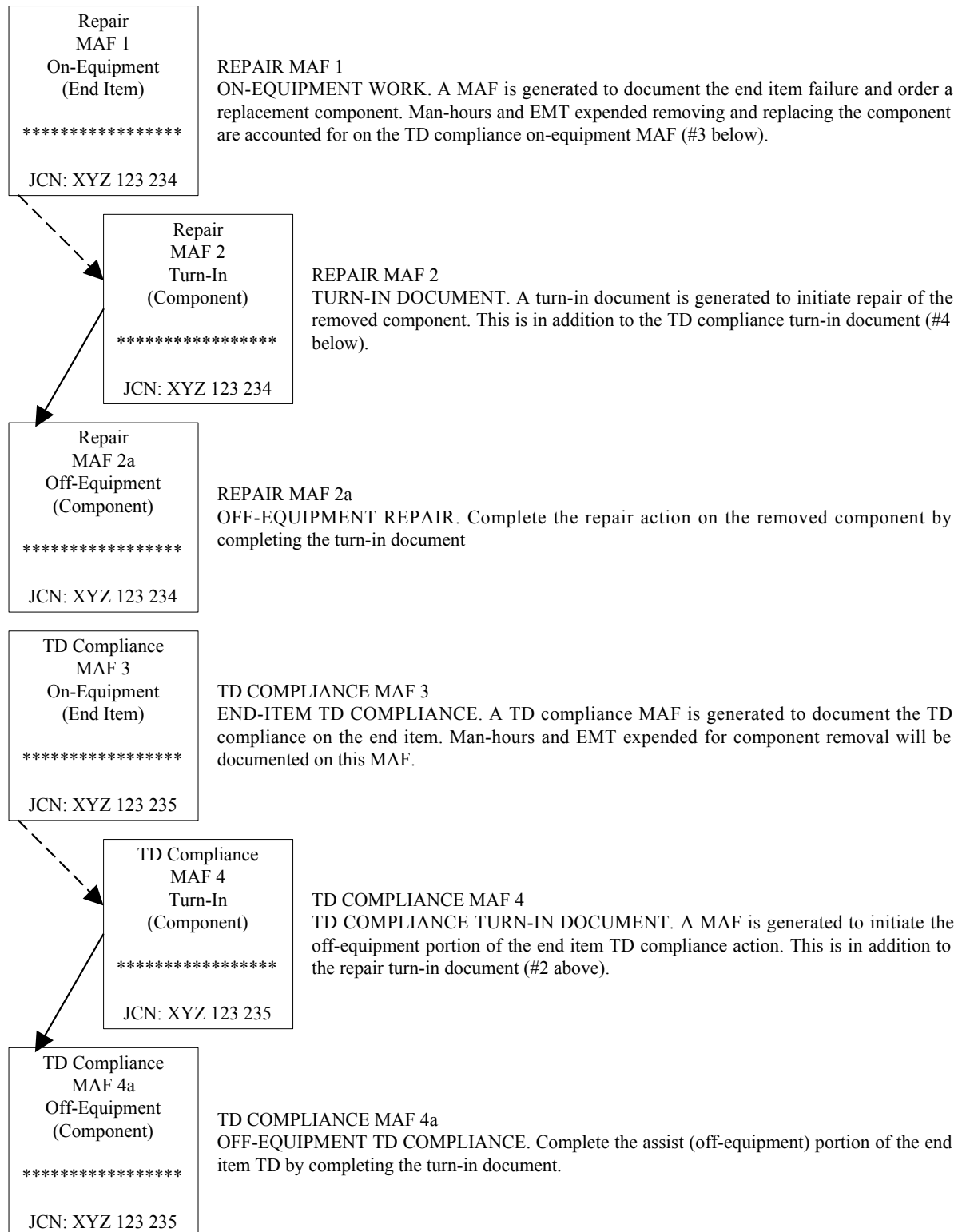


Figure 9-27: MAF Required for End Item TD Compliance Concurrent With a Failed Part

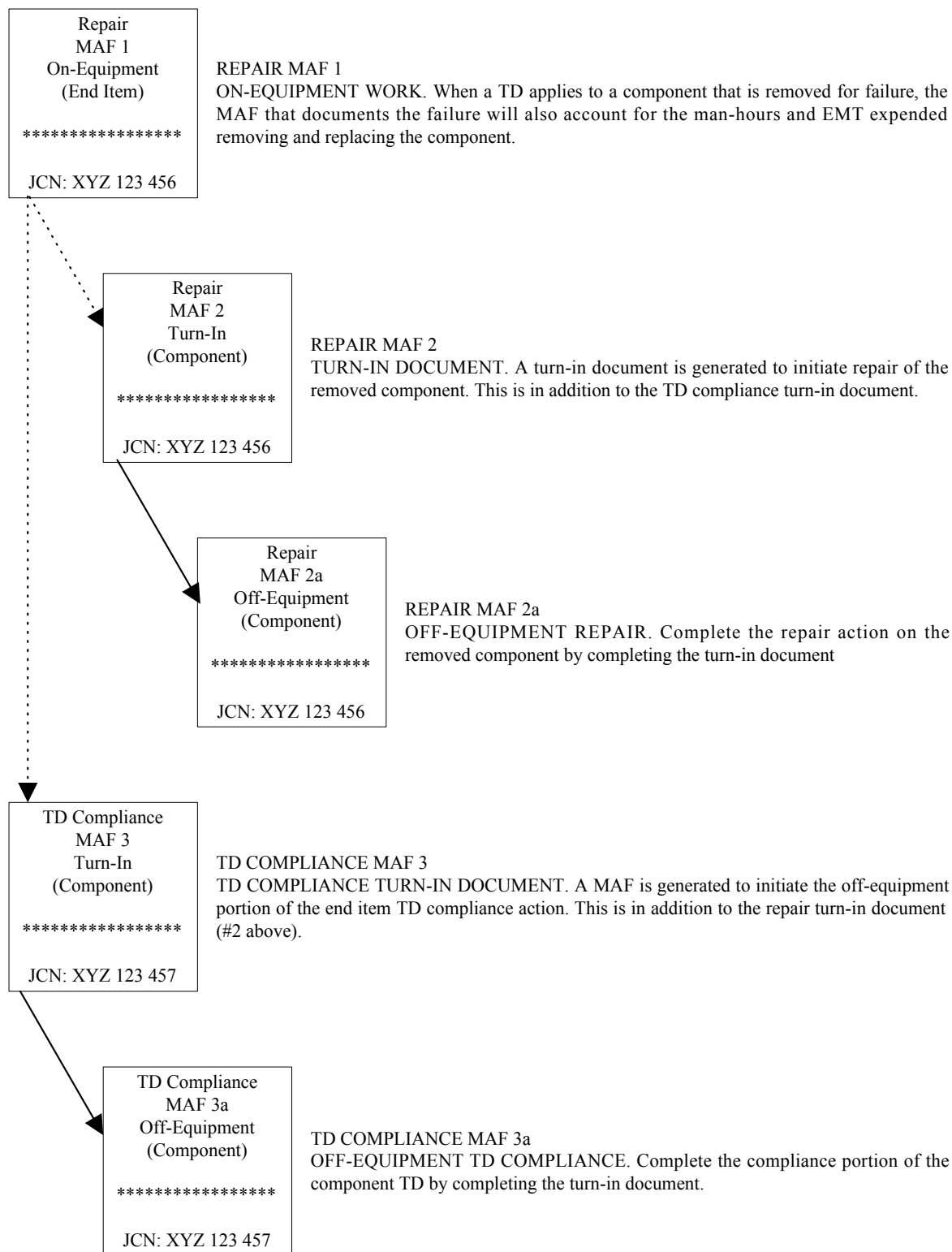


Figure 9-28: MAF Required for Component TD Compliance With a Failed Part

**9-138**

**9-139**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
WHITE	1 D989104 HRD	96198	0.5	96198	0900	8	6.5		
WHITE	1 D989104 HRD	96198	0.5						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
19BC5	D98	11	1	S	804	01	1.0	1.0								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
GDCD	001222	O	P					M1234								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0830									
COMP	96198	1600									
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER					
MAINTENANCE/SUPPLY REC				TIME/CYCLES	TIME/CYCLES	TIME/CYCLES					
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES					
M3	96198	0830									
IW	96198	0830		DISCREPANCY	PRESSURE GAUGE 1641	DUE FOR PILOT/INITIATOR					
M8	96198	0900		CALIBRATION		AZ3 LLOYD					
IW	96198	1530									
JC	96198	1600		CORRECTIVE ACTION	R & R GAUGE 1641. CHECKED GOOD AT CAL LAB						

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHWHITE	IMLONG	HRDRAPAL	IBMERCER	RFI	BCM				
JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	
ORG DAY SER SUF	910	DOWN	1				GAUGE	SWP4826	

Figure 9-31: Removed Component for Calibration

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

7336200

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		

AAEG

158689

D

B

REPAIR CYCLE

RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
------	------	------	-----	------	--------	--------	------	--------	--------

IN WORK

06481

AAM025

COMP

AWAITING MAINTENANCE HRS

866542

DATE

REMOVED

96028

PART NUMBER

MAINTENANCE/SUPPLY REC	TIME/CYCLES	M0625	TIME/CYCLES
------------------------	-------------	-------	-------------

STATUS DATE TIME EOC

TIME/CYCLES

W1000

TIME/CYCLES

X0123

TIME/CYCLES

TIME/CYCLES

DISCREPANCY	ASQ-61 WILL NOT ZERO OUT	PILOT/INITIATOR
-------------	--------------------------	-----------------

AZ3 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
--------------	--------------	------------	---------------	--------	--------

RFI BCM

JOB CONTROL NUMBER	WORK	INSPT	TURN-IN			SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	STATUS JCN	PRI	DDS	NO		

AC3028009

6028G112

ASQ-61

SWP4826

Figure 9-32: Component Turn-In Document



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
7363200	D98	31	2	1	703	01	0.0	0.0								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
AAEG	158689	D		B											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER			
IN WORK	96028	0800		06481	AAM025							
COMP	96028	0800										
AWAITING MAINTENANCE HRS				PART NUMBER	DATE	REMOVED	PART NUMBER					
				866542	96028							
MAINTENANCE/SUPPLY REC				TIME/CYCLES	M0625		TIME/CYCLES					
STATUS				DATE	TIME	EOC	TIME/CYCLES	W1000		TIME/CYCLES		
				TIME/CYCLES	X0123		TIME/CYCLES					
M3	96028	0800		DISCREPANCY ASQ-61 WILL NOT ZERO OUT				PILOT/INITIATOR				
IW	96028	0800						AZ3 SMITH				
JC	96028	0800										

CORRECTIVE ACTION BEYOND CAPABILITY OF MAINTENANCE BCM-1

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
		IMLOGAN	ECMERCER		X
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	05A			3	6028G112		ASQ-61	SWP4826
A C 3 0 2 8 0 0 9								

Figure 9-33: BCM Action (AMSU)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
DAVIS	1 D9865A4 SWJ	96032	6.0	96032	1700	3	15.0		
DAVIS	1 D9865A4 SWJ	96033	4.5	96033	1230	3	19.5		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID													
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
7363200	D98	39	2	Y	160	01	10.5	10.5									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
AAEG	158589	D	B														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96032	1100									
COMP	96034	0800									
AWAITING MAINTENANCE HRS			PART NUMBER	DATE	PART NUMBER						
M3	34.5										
MAINTENANCE/SUPPLY REC			TIME/CYCLES	TIME/CYCLES	TIME/CYCLES						
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES						
M3	96032	1100									
IW	96032	1100		DISCREPANCY	ASQ-61 WILL NOT ZERO OUT						
M3	96032	1700			PILOT/INITIATOR						
IW	96033	0800			AT1 DEAN						
M3	96033	1230									
IW	96034	0800		CORRECTIVE ACTION	CLOSE OUT TROUBLESHOOTING						
JC	96034	0800									

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
				JBSMITH		IBMERCER		REQ	REQ
								RFI	BCM

JOB CONTROL NUMBER			WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN
A	C	3	0	3	2	0	0	9	65A
									3
									ASQ-61
									SWP4826

Figure 9-34: Troubleshooting Close Out

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
BENDER	1 D9851A4 SWP	96028	2.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE	BASIC	NO	RV	AM	PART	KIT
7336200	D98	11	2	C	780	00		2.0	2.0									

TYPE	BU/SER	EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
AAEG	158689			V	B											

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96028	0830						
COMP	96028	1030						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED		PART NUMBER	

MAINTENANCE/SUPPLY REC			TIME/CYCLES			TIME/CYCLES		
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
M3	96028	0830						
IW	96028	0830						
JC	96028	1030						

DISCREPANCY			CHASSIS BENT AND REQUIRES POP			PILOT/INITIATOR		
RIVETS (MOUNTING BRACKETS) AIRFRAME ASSIST			AMS2 DEAN					
CORRECTIVE ACTION			STRAIGHTENED AND STRENGTHED LOWER					
MOUNTING BRACKET								

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHBENDER	BNPOWELL	JBTALLEY	IBMERCER	RFI	BCM				

JOB CONTROL NUMBER				WORK CENTER		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	BRACKET
A	C	3028009		51A			3			SWP4826

Figure 9-35: Assisting Work Center (Same WUC)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
FORD	1 D989403 SWJ	96198	2.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
12DCD	D98	11	2	Z	170	01	2.0	2.0								

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GECEB	014009	V	B													

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM							
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER						
IN WORK	96198	0830													
COMP	96198	1030													
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED				PART NUMBER			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	DISCREPANCY	ASSIST W/C	970 (EVAP	PILOT/INITIATOR				
M3	96198	0830									
IW	96198	0830									
JC	96198	1030		INTERMITTENT)			AS3 DEAN				

CORRECTIVE ACTION				REMOVED CORROSION FROM POWER TAKE			
OFF CONNECTOR TERMINAL							

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ						REQ	REQ
JHFORD		IMWILSON		SWJONES		IBMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN					
D	9	8	1	9	8	4	1	9	940	3						SWP4826

Figure 9-36: Assisting Work Center (Different WUC)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
SOX	1 D9865A3 SWP	96028	2.0	96029	0900	3	3.5		
WHITE	1 D9865A2 SWP	96029	1.5						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	R	255	SA3		00001	BK1	03	96028	6028D212	96029
	FSCM	06481		PART NUMBER		866554						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART KIT
7336200	D98 32	2	C	958	01	3.5	3.5						
TYPE	BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
AAEG	158689	D	B										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96028	0800		06481	AAM025						
COMP	96029	1400									
AWAITING MAINTENANCE HRS				PART NUMBER			REMOVED		PART NUMBER		
M3				866542			96028				
3.5											
MAINTENANCE/SUPPLY REC				TIME/CYCLES		M0625	TIME/CYCLES		TIME/CYCLES		
STATUS				TIME/CYCLES		W1000	TIME/CYCLES		TIME/CYCLES		
DATE				TIME/CYCLES		X0111	TIME/CYCLES		TIME/CYCLES		
M3	96028	0800		DISCREPANCY				ASQ-61 WILL NOT ZERO OUT			
IW	96028	0800						PILOT/INITIATOR			
WP	96028	1000						AT3 SMITH			
M3	96029	0900									
IW	96029	1230									
JC	96029	1400									
				CORRECTIVE ACTION				REPLACED SA3 MODULE, REPAIRED WIRING.			
								HOT/SAC CHECKS GOOD.			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF REQ		QA REQ	
JHWHITE		IBSMITH		SWPATTERSON		ECMERCER		RFI		BCM	
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		PRI TURN-IN		DDSN		SYSTEM/REASON	
ORG DAY SER SUF		65A		UP		3		6028G112		ASQ-61	
A C 3 0 2 8 0 0 9										SWP4826	

Figure 9-37: Component Repaired Using a Repairable Subassembly

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
RED	1 D986908 SWP	96028	2.0	96028	1030	3	0.5		
RED	1 D986908 SWP	96029	1.0	96029	1400	3	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	R	255	TB1A17	00001	BK1	03	96028	6028D229	96029	
	FSCM	06481		PART NUMBER	746386							
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART KIT
7336240	D98 32	2	C	255	01	3.0	3.0						
TYPE	BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
AAEG	158689	W	B										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96028	1100		06481	AAM025						
COMP	96029	1600									
AWAITING MAINTENANCE HRS				PART NUMBER	DATE	REMOVED	PART NUMBER				
M3				866542	96028						
1.5											
				TIME/CYCLES	M0625		TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES				
STATUS				DATE	TIME	EOC	TIME/CYCLES				
A1	96028	1000									
M3	96028	1030		DISCREPANCY	SA3 MODULE HAS NO OUTPUT			PILOT/INITIATOR			
IW	96028	1100						AT2 SMITH			
WP	96029	1300									
M3	96029	1400									
IW	96029	1500		CORRECTIVE ACTION	REPLACED CARD 673 LAMINATE 1 LOGIC						
JC	96029	1600		TYPE 2 (TB1A17) CHECKS GOOD.							

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHRED	IBSMITH	SWPATTERSON	ECMERCER	X					
				RFI	BCM				
JOB CONTROL NUMBER		WORK CENTER		INSPT		SYSTEM/REASON		MCN	
ORG	DAY SER	SUF	STATUS	JCN	PRI	TURN-IN	DDSN		
AC3028009A			690		3	6028D212	SA3 MODULE		SWP4826

Figure 9-38: Subassembly/Module Repair (Suffix)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT		TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
MILLER	1	D9869B5 RSB	96029	0.3	96029	0800	3	1.0	
MILLER	1	D9869B5 RSB	96030	0.4	96030	1000	3	1.0	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	R	070	R502	00001	BK1	03	96029	6029D601	96030	
	FSCM	06481		PART NUMBER		74638-2						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID								
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
736324A	D98 32	2	C	450	01	0.7	0.7					
TYPE BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
AAEG	158689	W	B									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96029	0900		06481	36578						
COMP	96030	1120									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER				
M3				746386		96029					
2.0											
				TIME/CYCLES		M0625	TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES				
STATUS				DATE		TIME	EOC				
A1				96028		1300					
M3				96029		0800			DISCREPANCY LOGIC BOARD OPEN PILOT/INITIATOR		
IW				96029		0900			AT2 SMITH		
WP				96029		0915					
M3				96030		1000					
IW				96030		1100			CORRECTIVE ACTION REPAIRED LOGIC BOARD. REPLACED RESISTOR		
JC				96030		1120					

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHILLER		IBSMITH		SWBRIGGS		ECMERCER		X	REQ
								RFI	BCM
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		CENTER		JCN		CARD 673		SWP4826	
AC3028009AA		69B		3		6028D229			

Figure 9-39: Sub-Subassembly/Module Repair (Double Suffix)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS						MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
DOE	1 D9865Q4 RIH	96129	1.0						
DOE	1 D9865Q5 RIH	96138	1.5						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

						00001	BK0	02		96126	6126D111	96138
FSCM	77327			PART NUMBER		247AS10-100-001						

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
78HFG	D98	18	1	T	814	01	2.5	2.5									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
GVAB	000060	O	B				M1124										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96129	0800		77327	IOU001		77327	UOI002			
COMP	96138	1430									

AWAITING MAINTENANCE HRS	PART NUMBER	DATE	PART NUMBER
	247AS10-100-001	96129	247AS10-100-001

MAINTENANCE/SUPPLY REC	TIME/CYCLES	M7676	TIME/CYCLES	M2121
	TIME/CYCLES	M5000	TIME/CYCLES	M0101
STATUS	DATE	TIME	EOC	TIME/CYCLES

M3	96129	0800					
IW	96129	0800		DISCREPANCY	REMOVE BB10 FROM HTS# 1		PILOT/INITIATOR
WP	96138	0900		FOR HTS #2			AT3 SMITH
IW	96138	1300					
JC	96138	1430		CORRECTIVE ACTION	R & R BB10 IN HTS #1		

CORRECTED BY				INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHDOE				IBBOSSWELL		RIHAUGE		ECMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	BB10
D	9	8	1	2	9	0	8	2		SWP4826

Figure 9-40: Cannibalization (End Item)



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
RICH	1 D986902 SWP	96028	1.0				
JONES	1 D9869A3	96034					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X		615	TB1A22		00001	BK1	03	96028	6028D114	
	FSCM	06481		PART NUMBER		17864-3						
I		X	T	814	TB1A17		00001	BK1	03	96034	6034D101	
	FSCM	06481		PART NUMBER		746386						

FSCM PART NUMBER

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART KIT
7363240	D98												
TYPE	BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
AAEG	152672	W	B										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	
IN WORK	96028	0800		06481	13747						
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER			DATE REMOVED	PART NUMBER			
				866554			96028				
				TIME/CYCLES	M0231		TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES				
STATUS	DATE	TIME	EOC	TIME/CYCLES			TIME/CYCLES				
M3	96028	0800									
IW	96028	0800		DISCREPANCY	5A3 OPEN					PILOT/INITIATOR	
WP	96028	0900		VOLTAGE OUTPUT						AT3 SMITH	
WT	96028	1100									
WQ	96028	1200									
WB	96034	0800		CORRECTIVE ACTION							
IW	96034	0900									

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
								RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT JCN		PRI TURN-IN DDSN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF									
AC3028002A				69A	UP			3	6028D341		5A3 CARD	SWP4826

Figure 9-41: Cannibalization (From AWP Component)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
RICH	1 D986902 SWP	96198	1.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X		255			00001	BK1	02	96198	6198D119	
	FSCM	61664		PART NUMBER		41618-1						
I		X	T	814			00001	BK1	02	96198	6198D135	
	FSCM	61664		PART NUMBER		51678						

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
78HPY27	D98															
TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
GVAB	000060	W	B													

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96198	0800		77327	614						
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	REMOVED		PART NUMBER		
				247AS20-245		96198					
				TIME/CYCLES		M0231		TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
A1	96198	0730									
M3	96198	0800		DISCREPANCY	CIRCUIT 4418	HAS IMPROPER		PILOT/INITIATOR			
IW	96198	0800		VOLTAGE OUTPUT				AS2 SMITH			
WS	96198	0855									
WP	96198	0900									
WT	96198	1200		CORRECTIVE ACTION							
WQ	96198	1300									

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
																REQ	REQ
																RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		STATUS		INSPT JCN		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF															
D98129456AA				690		UP		3		6198D116						CIRCUIT CARD	SWP4826	

Figure 9-42: Cannibalization (Off-Equipment)



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
RAINER	1 D9861B7 SWP	96033	3.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
7236400	D98	31	2	A	806	01	3.0	3.0									
TYPE		BU/SER															
EQUIP		NUMBER		W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
AFPH		151611		D	B												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96033	1100		82598	1068						
COMP	96033	1400									

AWAITING MAINTENANCE HRS	PART NUMBER	REMOVED	PART NUMBER
	1267	96033	

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96033	1100									
IW	96033	1100									
JC	96033	1400									

DISCREPANCY				RADAR ALTIMETER READS 150'				PILOT/INITIATOR			
ABOVE PRESSURE ALTIMETER(MATCHED SET SEE				CPL SMITH							
JCN AF2033021)											

CORRECTIVE ACTION NO DEFECT. REMOVED AS PART OF A

MATCHED SET. CHECKS GOOD WITH RT601/APN-141.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHRAINER		BBPOTTS		IMLOGAN		ECMERCER		X	REQ
								RFI	BCM

JOB CONTROL NUMBER				WORK		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	
A	F	2033022		61B	UP		3	6033G563	APN-141	SWP4826

Figure 9-44: Matched Set (No Repair)

**9-154**

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

=====

NAME/SHIFT

POWELL/YOUNG

TOOLBOX/INT

1 D9851E3 SWP 96033

DATE

96033

MAN HOURS

3.0

=====

ACCUMULATED AWM HOURS

DATE TIME REASON HOURS

LOCAL USE

-----

REFERENCE

=====

FAILED / REQUIRED MATERIAL

INDEX F/P AWP A/T MAL REF SYMBOL QTY PROJ PRI DATE ORD REQ NO DATE REC

H X R 787 00001 BK1 03 96033 6033D211 96033

FSCM 86896 PART NUMBER 008347741SNGT1

FSCM PART NUMBER

FSCM PART NUMBER

WORK ACT MAL TECHNICAL DIRECTIVE ID

UNIT CD ORG TRANS M/L A/T CODE I/P HOURS EMT INT CODE BASIC NO RV AM PART KIT

13511 D98 32 2 C 787 01 3.0 1.5

TYPE BU/SER

EQUIP NUMBER W/D T/M POSIT FID SFTY/EI METER SE FSCM TECH INV CD PERM CD

AAEG 151686 H B

- - REPAIR CYCLE - -

RECD DATE TIME EOC REMOVED/OLD ITEM INSTALLED/NEW ITEM

IN WORK 96033 0800 FSCM SERIAL NUMBER FSCM SERIAL NUMBER

COMP 96033 0930 26512 7482

AWAITING MAINTENANCE HRS PART NUMBER DATE REMOVED PART NUMBER

347H-1-2 96033

TIME/CYCLES L0180 TIME/CYCLES

MAINTENANCE/SUPPLY REC TIME/CYCLES TIME/CYCLES

STATUS DATE TIME EOC TIME/CYCLES TIME/CYCLES

M3 96033 0800 DISCREPANCY PORT MAIN TIRE WORN TO CORD. PILOT/INITIATOR

IW 96033 0800 AD3 SMITH

JC 96033 0930

CORRECTIVE ACTION BUILT UP NEW ASSY. ORDERED AND

REPLACED TIRE.

=====

CORRECTED BY INSPECTED BY SUPERVISOR MAINT CONTROL

JHPOWELL BBBLACK BMCONLEY ECMERCER

=====

JOB CONTROL NUMBER WORK CENTER INSPT

ORG DAY SER SUF JCN PRI TURN-IN DDSN SYSTEM/REASON MCN

A C 3 0 3 3 0 2 5 51E UP 3 4033D921 A-6 TIRE SWP4826

=====

=====

Figure 9-46: Tire and Wheel Documentation (Ordering Replacement Tire)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN				ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS				
JONES	1 D9865A2 SWB	96055	2.0	96050	0800	3	120.0				
JONES	1 D9865A2 SWB	96075	1.0								

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	P	169		00001	BK1	03		96055	6055D212	96075
	FSCM	06481		PART NUMBER		123654-3-4						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID								
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
7363200	D98 32	2	D	169	01	3.0	3.0					
TYPE BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
AAEG	151615	D	B									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER				
IN WORK	96055	0800		06481	DBL-001						
COMP	96075	0900									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED					
M3				123654-3		96050					
120.0											
				TIME/CYCLES		TIME/CYCLES					
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES					
STATUS				TIME/CYCLES		TIME/CYCLES					
M3	96050	0800									
IW	96055	0800		DISCREPANCY ASQ-61 WILL NOT ZERO OUT.							
WP	96055	1000		PILOT/INITIATOR							
WT	96055	1115		AT3 SMITH							
WQ	96055	1120									
WB	96075	0800		CORRECTIVE ACTION "D" ACTION CLOSE OUT. OFF LOAD FROM SHIP							
IW	96075	0800									
JC	96075	0900									

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF QA	
ORG	DAY SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON
JJ	JONES		IBSMITH		IMLOGAN		ECMERCER		RFI BCM
A	C	1050099	65A	UP	1	4050D127	ASQ-61	SWP4826	

Figure 9-47: Transferring IMA Close Out (Post/Predeployment)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

7363200

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		

AAEG

151615

D

B

REPAIR CYCLE

DATE	TIME	EOC	REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
RECD			FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER

IN WORK

06481

DBL-001

COMP

AWAITING MAINTENANCE HRS

PART NUMBER  
123654-3244-001DATE  
REMOVED  
96050

PART NUMBER

MAINTENANCE/SUPPLY REC	TIME/CYCLES	M0345			
STATUS	DATE	TIME	EOC	TIME/CYCLES	W1000
				TIME/CYCLES	X0129

TIME/CYCLES
TIME/CYCLES
TIME/CYCLES

DISCREPANCY ASQ-61 WILL NOT ZERO OUT.

PILOT/INITIATOR

AT3 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
--------------	--------------	------------	---------------	--------	--------

RFI BCM

JOB CONTROL NUMBER	WORK	INSPT	TURN-IN			SYSTEM/REASON	MCN			
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	DDS	ASQ-61	SWP4826

AC1050099

6050D127

Figure 9-48: Receiving IMA (Reinitiation Documentation)



**9-158**

N2R22502																			
MCN										ENTRIES REQUIRED SIGNATURE									
SWP4826										NONE LOGS REC									
VIDS/MAF OPNAV 4790/60 (REV 2-82)										X AJSTYLES									
=====										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
JONES		1 D9865A3 SWP		96028		1.5													
										.									
										.									
										.									
										.									
LOCAL USE																			
-----										-----									
REFERENCE										=====									
=====										=====									
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
WORK ACT		MAL		TECHNICAL DIRECTIVE ID															
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT				
7363200	D98	11	2	Z	170	01	1.5	1.5											
TYPE		BU/SER																	
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
AAEG	159689	W	B																
- - REPAIR CYCLE - - - - -																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96028	0830		FSCM	SERIAL NUMBER				FSCM	SERIAL NUMBER									
IN WORK	96028	0830																	
COMP	96028	1000																	
AWAITING MAINTENANCE HRS		PART NUMBER		DATE				PART NUMBER											
MAINTENANCE/SUPPLY REC		TIME/CYCLES		TIME/CYCLES				TIME/CYCLES		TIME/CYCLES									
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES		TIME/CYCLES									
M3	96028	0830																	
IW	96028	0830		DISCREPANCY				ASQ-61 NEEDS CORROSION		PILOT/INITIATOR									
JC	96028	1000		TREATMENT						AT2 DEAN									
CORRECTIVE ACTION TREATED CORROSION CONNECTOR TERMINAL																			
=====																			
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ		REQ					
JHJONES		IMWILSON		JBSMITH		AT1 MERCER		RFI		BCM									
-----																			
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN											
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON		MCN							
A	C	3	0	2	8	0	0	9	65A	UP	3	ASQ-61	SWP4826						

Figure 9-50: Corrosion Supporting MAF

**9-160**



N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X JBASHBY									
VIDS/MAF OPNAV 4790/60 (REV 2-82)										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
COATES		1 D9852A2 SWP		96190		1.0													
.																			
.																			
.																			
.																			
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM PART NUMBER																			
FSCM PART NUMBER																			
FSCM PART NUMBER																			
WORK ACT MAL TECHNICAL DIRECTIVE ID																			
UNIT	CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT			
45216		D98	30	2	A	000	01	1.0	1.0										
TYPE BU/SER																			
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
APBD	156527	O	T																
REPAIR CYCLE																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96190	0800				FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER							
IN WORK	96190	0800				12499	0												
COMP	96190	0900																	
AWAITING MAINTENANCE HRS		PART NUMBER		DATE		REMOVED		PART NUMBER											
		4123161-A		96190															
		TIME/CYCLES		A2630		TIME/CYCLES		TIME/CYCLES											
MAINTENANCE/SUPPLY REC		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES											
STATUS	DATE	TIME	EOC																
M3	96190	0800																	
IW	96190	0800		DISCREPANCY MANUFACTURE HYD LINE AS PER PILOT/INITIATOR															
JC	96190	0900		SAMPLE. POC AK1 WILSON, EXT 9-7457 AZ3 SMITH															
				(SQD DDSN 6190G352)															
				CORRECTIVE ACTION MANUFACTURED HYD LINE AS PER SAMPLE															
=====																			
CORRECTED BY										INSPECTED BY									
JHCOATES										IBBUTLER									
SUPERVISOR										MAINT CONTROL									
IMJONES										ECMERCER									
CF REQ										QA REQ									
RFI										BCM									
-----																			
JOB CONTROL NUMBER				WORK		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN			
ORG DAY SER SUF				CENTER		STATUS		JCN		TURN-IN		DDSN		SYSTEM/REASON		MCN			
D 8 8 1 9 0 4 5 1				52A		UP		1		TURN-IN		DDSN		HYD LINE		SWP4826			

Figure 9-53: MAF Work Request (Local Manufacture/Fabrication)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
COATES	1 D984102 SWP	96190	2.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
3251000	D98	30	2	A	804	01	2.0	2.0								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
EQUIP	NUMBER															
YAAA	239858	O		T												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96190	0800		73030	239858						
COMP	96190	1000									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER			
				54460-1		96190					
MAINTENANCE/SUPPLY REC				TIME/CYCLES		E1754		TIME/CYCLES			
STATUS				DATE		TIME		TIME/CYCLES			
M3	96190	0800									
IW	96190	0800		DISCREPANCY		BUILT UP PROPELLER ASSY		PILOT/INITIATOR			
JC	96190	1000						AZ3 SMITH			

CORRECTIVE ACTION BUILT UP PROPELLER ASSY. RFI.

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHCOATES		IBBUTLER		IMJONES		ECMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT		TURN-IN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	
D	8	8	1	9	0	4	5	2		PROPELLER	SWP4826	

Figure 9-54: MAF Work Request (Supply Asset Build-Up Induction)

N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X JBASHBY									
VIDS/MAF OPNAV 4790/60 (REV 2-82)																			
=====										=====									
ACCUMULATED WORK HOURS										MAN . ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
YATES/KEEPING		1 D985302 TRC		96190		3.0													
.																			
.																			
.																			
.																			
.																			
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
WORK ACT		MAL		TECHNICAL DIRECTIVE ID															
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT				
11310	D98	30	2	A	571	01	3.0	1.5											
TYPE		BU/SER																	
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
AFPH	155684	O	G																
- - REPAIR CYCLE - -																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96190	0800				FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER							
IN WORK	96190	0800				12345	530												
COMP	96190	0930																	
AWAITING MAINTENANCE HRS		PART NUMBER		DATE		REMOVED		PART NUMBER											
		4124111-3		96190															
				TIME/CYCLES		A2630		TIME/CYCLES											
MAINTENANCE/SUPPLY REC		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES											
STATUS	DATE	TIME	EOC																
M3	96190	0800																	
IW	96190	0800		DISCREPANCY NDI LAUNCH BAR UPLOCK PILOT/INITIATOR															
JC	96190	0930		FITTING. POC AMSC WILSON, EXT 9-7457 CPL SMITH															
.																			
CORRECTIVE ACTION PERFORMED MAGNETIC PARTICLE INSP ON																			
LAUNCH BAR UPLOCK FITTING. NO DEFECTS NOTED.																			
.																			
=====																			
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ		REQ					
JHYATES		IBCAROL		IMMUNGER		ECMERCER		RFI		BCM									
-----																			
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN											
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN										
AA	11	90	A06	530	UP		3			NDI FITTING		SWP4826							

Figure 9-55: Scheduled Maintenance Work Request (NDI In-Shop) (Passed Inspection)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
YATES/KEEPING	1 D985302 TRC	96190	3.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
11310	D98	30	2	A	570	01	3.0	1.5								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
AFPH	155684	O	G													

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96190	0800									
COMP	96190	0930									
AWAITING MAINTENANCE HRS			PART NUMBER	DATE	REMOVED	PART NUMBER					
MAINTENANCE/SUPPLY REC			TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES					
STATUS	DATE	TIME	EOC								
M3	96190	0800									
IW	96190	0800		DISCREPANCY	X-RAY INTAKE RAMPS	IAW MRC F-28.	PILOT/INITIATOR				
JC	96190	0930		POC AMSC WILSON, EXT 9-7457			CPL SMITH				
CORRECTIVE ACTION X-RAY COMPLETED. NO DEFECT											

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA	
ORG	DAY SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
JHYATES			IBCAROL		IMMUNGER			ECMERCER	RFI	BCM
JOB CONTROL NUMBER		WORK		INSPT						
AA1190A06		530		3				X-RAY RAMPS		SWP4826

Figure 9-56: Scheduled Maintenance Work Request (NDI On-Site) (Passed Inspection)



N2R22502
MCN
SWP4826
VIDS/MAF OPNAV 4790/60 (REV 2-82)
=====
ACCUMULATED WORK HOURS
NAME/SHIFT                      TOOLBOX/INT     DATE     MAN
YATES/KEEPING                  1 D985302 TRC 96190     3.0
LOCAL USE
-----
REFERENCE
=====
INDEX       F/P    AWP    A/T    MAL REF SYMBOL QTY PROJ PRI    DATE ORD    REQ NO    DATE REC
FSCM                      PART NUMBER
FSCM                      PART NUMBER
FSCM                      PART NUMBER
WORK ACT                      MAL                      TECHNICAL DIRECTIVE ID
UNIT CD ORG TRANS M/L A/T CODE I/P    HOURS EMT INT CODE BASIC NO RV AM PART KIT
11310 D98 30 2 F 570 01 3.0 1.5
TYPE BU/SER
EQUIP NUMBER W/D T/M POSIT FID SFTY/EI METER SE FSCM TECH INV CD PERM CD
AFPH 155684 O G
- - REPAIR CYCLE - - - - -
DATE TIME EOC REMOVED/OLD ITEM INSTALLED/NEW ITEM
RECD 96190 0800 FSCM SERIAL NUMBER FSCM SERIAL NUMBER
IN WORK 96190 0800
COMP 96190 0930
AWAITING MAINTENANCE HRS PART NUMBER DATE REMOVED PART NUMBER
TIME/CYCLES TIME/CYCLES
MAINTENANCE/SUPPLY REC TIME/CYCLES TIME/CYCLES
STATUS DATE TIME EOC TIME/CYCLES TIME/CYCLES
M3 96190 0800
IW 96190 0800 DISCREPANCY X-RAY INTAKE RAMPS IAW MRC F-28 PILOT/INITIATOR
JC 96190 0930 POC AMSC WILSON, EXT 9-7457 CPL SMITH
CORRECTIVE ACTION X-RAY COMPLETED. FAILED X-RAY INSP.
=====
CORRECTED BY INSPECTED BY SUPERVISOR MAINT CONTROL CF QA
JHYATES IBCAROL IMMUNGER ECMERCER REQ REQ
JOB CONTROL NUMBER WORK INSP
ORG DAY SER SUF CENTER STATUS JCN PRI TURN-IN DDSN SYSTEM/REASON MCN
AA1190A06 530 3 X-RAY RAMPS SWP4826

**Figure 9-57: Scheduled Maintenance Work Request (NDI On-Site) (Failed Inspection)**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
YATES/KEEPING	1 D985302 TRC	96190	3.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT CD	ACT	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE	BASIC	NO	RV	AM	PART	KIT
11310	D98	30	2	F	571	01		3.0	1.5									

TYPE	BU/SER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER													
AFPH	155684	O	G											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96190	0800		12345	530						
COMP	96190	0930									

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
	4124111-3	96190	

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96190	0800									
IW	96190	0800									
JC	96190	0930									

DISCREPANCY				NDI LAUNCH BAR UPLOCK FITTING				PILOT/INITIATOR			
JC	96190	0930		POC AMSC WILSON, EXT 9-7457							CPL SMITH

CORRECTIVE ACTION PERFORMED MAGNETIC PARTICLE INSP ON  
LAUNCH BAR UPLOCK FITTING. FAILED INSPECTION.

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHYATES				IBCAROL				IMMUNGER				ECMERCER				RFI	BCM

JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN					
AA	11	90	A06	530			3			NDI FITTING	SWP4826					

Figure 9-58: Scheduled Maintenance Work Request (NDI In-Shop) (Failed Inspection)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON HOURS
YATES/KEEPING	1 D985302 TRC	96190	3.0			

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
11310	D98	30	2	A	571	01	3.0	1.5								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
AFPH	155684	O		S											

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96190	0800		12345	530			
COMP	96190	0930						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER		
				4124111-3	96190			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES				TIME/CYCLES			
M3	96190	0800													
IW	96190	0800		DISCREPANCY				NDI NLG DRAG BRACE.				HARD LANDING PILOT/INITIATOR			
JC	96190	0930		POC AMSC WILSON, EXT 9-7457								CPL SMITH			

CORRECTIVE ACTION		PERFORMED MAGNETIC PARTICLE INSP ON	
NLG DRAG BRACE. PASSED INSPECTION.			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHYATES		IBCAROL		IMMUNGER		ECMERCER		REQ	REQ
								RFI	BCM

JOB CONTROL NUMBER			WORK CENTER		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN				
A	A	1190250		530			3			NDI DRAG BR	SWP4826				

Figure 9-59: Unscheduled Maintenance Work Request (NDI In-Shop) (Passed Inspection)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

=====

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
YATES/KEEPING	1 D985302 TRC	96190	3.0		

LOCAL USE

REFERENCE

=====												
FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
11310	D98	30	2	F	571	01	3.0	1.5								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
AFPH	155684	O		S											

- - REPAIR CYCLE - - - - -

RECD	DATE	TIME	EOC	REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
				FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96190	0800		12345	530		
COMP	96190	0930					

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
	4124111-3	96190	

				TIME/CYCLES	A2630	TIME/CYCLES
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES

M3	96190	0800		DISCREPANCY	NDI NLG DRAG BRACE. HARD	PILOT/INITIATOR
IW	96190	0800				
JC	96190	0930		LANDING POC AMSC WILSON, EXT 9-7457		CPL SMITH

CORRECTIVE ACTION PERFORMED MAGNETIC PARTICLE INSP ON

NLG DRAG BRACE. FAILED INSPECTION.

=====				CF	QA
				REQ	REQ
CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	RFI	BCM
JHYATES	IBCAROL	IMMUNGER	ECMERCER		

JOB CONTROL NUMBER		WORK	INSPT	SYSTEM/REASON		MCN
ORG	DAY SER	CENTER	JCN	PRI	TURN-IN	DDS
AA	1190250	530		3		NDI DRAG BR

Figure 9-60: Unscheduled Maintenance Work Request (NDI In-Shop) (Failed Inspection)





[illegible]

**Figure 9-63: O-Level Armament Equipment Component Turn-In for Scheduled Maintenance (Maintenance and Material Required) (Completed)**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
751BE00	A9C	30	2													

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
YCAA	010096	O		B											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	

IN WORK				76301	10096						
---------	--	--	--	-------	-------	--	--	--	--	--	--

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
	74A730301-1016	96027	

MAINTENANCE/SUPPLY REC	TIME/CYCLES	U0012	TIME/CYCLES
STATUS	DATE	TIME	EOC

DISCREPANCY	PERFORM ACCEPTANCE/	PILOT/INITIATOR
FUNCTIONAL CHECK ON LAU-116A/A MISSILE		CPL BUCHANAN
LAUNCHER RECD FROM NAS CECIL FIELD		
CORRECTIVE ACTION		

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	71C					LAU-116 ACCP	SWP4826
C 9 9 0 2 7 1 1 2							

Figure 9-64: Turn-In Acceptance/Functional Check on Armament Equipment



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
JONES	1 1C9971C1 KRJ	96027	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT CD	ACT ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE BASIC	NO RV	AM	PART KIT
751BE00	A9C	30	2	A	804	01	1.0	1.0						

TYPE	BU/SER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
EQUIP	NUMBER											
YCAA	010096	O	B									

REPAIR CYCLE			REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
RECD	DATE	TIME EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96027	0800	76301	10096		
COMP	96027	0900				
AWAITING MAINTENANCE HRS			PART NUMBER	DATE REMOVED	PART NUMBER	
			74A730301-1016	96027		

MAINTENANCE/SUPPLY REC			TIME/CYCLES		TIME/CYCLES	
STATUS	DATE	TIME EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96027	0800				
IW	96027	0800				
JC	96027	0900				

DISCREPANCY		PERFORM ACCEPTANCE/		PILOT/INITIATOR	
FUNCTIONAL CHECK ON LAU-116A/A MISSILE				CPL BUCHANAN	
LAUNCHER RECD FROM NAS CECIL FIELD					
CORRECTIVE ACTION		PERFORMED FUNCTIONAL CHECK. NO			
DEFECTS NOTED.					

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
IMJONES	KRJOE	KRJOE	IBMERCER	RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	71C			3			LAU-116 FUNC	SWP4826
C 9 9 0 2 7 1 1 2								

Figure 9-65: Turn-In Acceptance/Functional Check on Armament Equipment (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
ROSS	1 C9971C1	96198	2.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
049	C99	11	2	0	000	01	2.0	2.0							

TYPE	BU/SER											
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
YCAA	001096	O	D									

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96198	0900						
COMP	96198	1100						
AWAITING MAINTENANCE HRS			PART NUMBER			DATE REMOVED		

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96198	0800									
IW	96198	0900		DISCREPANCY PRESERVE LAU-116A/A MISSILE				PILOT/INITIATOR			
JC	96198	1100		LAUNCHER				IBSTEELE			

CORRECTIVE ACTION PRESERVED MISSILE LAUNCHER

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
THROSS		KRJOE		KRJOE		BMERCER		RFI	BCM

JOB CONTROL NUMBER			WORK CENTER		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	STATUS	JCN	PRI	TURN-IN	DDSN	SWP4826
C	9	9	1	9	8	0	0	2	
					7	1	C		

Figure 9-66: Armament Equipment Pool Preservation/Depreservation Control Document (Completed)

N2R22502										ENTRIES REQUIRED SIGNATURE																			
MCN										NONE LOGS REC																			
SWP4826										X MLHAGAN																			
VIDS/MAF OPNAV 4790/60 (REV 2-82)																													
===== ACCUMULATED WORK HOURS =====										===== MAN ACCUMULATED AWM HOURS =====																			
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS															
JONES		1 A9C71C9 ICB		96027		3.5																							
LOCAL USE																													
----- REFERENCE -----																													
===== FAILED / REQUIRED MATERIAL =====																													
INDEX		F/P		AWP		A/T		MAL		REF		SYMBOL		QTY		PROJ		PRI		DATE ORD		REQ NO		DATE REC					
FSCM																													
FSCM																													
FSCM																													
WORK ACT										MAL										TECHNICAL DIRECTIVE ID									
UNIT CD		ORG		TRANS		M/L		A/T		CODE		I/P		HOURS		EMT		INT		CODE BASIC		NO RV		AM		PART KIT			
751BE00		A9C		31		2		A		804		01		3.5		3.5													
TYPE		BU/SER																											
EQUIP		NUMBER		W/D		T/M		POSIT		FID		SFTY/EI		METER		SE		FSCM		TECH		INV CD		PERM CD					
YCAA		010096		O		D																							
- - REPAIR CYCLE - -																													
RECD		DATE		TIME		EOC		FSCM		SERIAL		NUMBER		FSCM		SERIAL		NUMBER											
IN WORK		96027		0745				76301		10096																			
COMP		96027		1130																									
AWAITING MAINTENANCE HRS								PART NUMBER		REMOVED		PART NUMBER																	
								74A730301-1016		96027																			
										U0012																			
MAINTENANCE/SUPPLY REC								TIME/CYCLES						TIME/CYCLES															
STATUS		DATE		TIME		EOC		TIME/CYCLES						TIME/CYCLES															
A1		96027		0745																									
M3		96027		0800				DISCREPANCY		LAU-116/A MISSILE										PILOT/INITIATOR									
IW		96027		0800				LAUNCHER DUE FOR 224 DAY INSP.														CPL BUCHANAN							
JC		96027		1130																									
										CORRECTIVE ACTION COMPLETED 224 DAY INSP PER MIMS																			
										NO DISCREPANCIES NOTED.																			
=====										=====										=====									
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ		REQ															
JPJONES		IQSMITH		ICBUTLER		JHBALL		X		RFI		BCM																	
JOB CONTROL NUMBER										WORK										INSPT									
ORG		DAY		SER		SUF		CENTER		STATUS		JCN		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN							
A9C027710								71C		UP		3								LAU-116		SWP4826							

**Figure 9-67: I-Level Armament Equipment Pool Component Due for Scheduled Maintenance (Completed)**

N2R22502													
MCN										ENTRIES REQUIRED SIGNATURE			
SWP4826										NONE LOGS REC			
VIDS/MAF OPNAV 4790/60 (REV 2-82)										X MLHAGAN			
=====										=====			
ACCUMULATED WORK HOURS										MAN , ACCUMULATED AWM HOURS			
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON HOURS	
JPJONES		1 A9C81A11 ICB		96027		2.5							
.													
.													
.													
.													
.													
LOCAL USE													
-----													
REFERENCE													
=====													
FAILED / REQUIRED MATERIAL													
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC	
H			R	804		00001		BK1	03	96027	6027ED50	96027	
	FSCM			PART NUMBER	607AS101-31								
	FSCM			PART NUMBER									
	FSCM			PART NUMBER									
WORK ACT MAL TECHNICAL DIRECTIVE ID													
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
91A2C00	A9C	32	2	C	804	01	2.5	2.5					
TYPE BU/SER													
EQUIP	NUMBER		W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
AFWC	163200		O	D									
- - REPAIR CYCLE - -													
	DATE	TIME	EOC	REMOVED/OLD ITEM					INSTALLED/NEW ITEM				
RECD	96027	0745		FSCM	SERIAL NUMBER				FSCM	SERIAL NUMBER			
IN WORK	96027	0745		30003	00186								
COMP	96027	1030											
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED		PART NUMBER			
				607AS100-4				96027					
				TIME/CYCLES				A1234		TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES		TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES		TIME/CYCLES			
A1	96027	0745											
M3	96027	0800		DISCREPANCY				NES-14/A PARACHUTE DUE FOR 448				PILOT/INITIATOR	
IW	96027	0800		DAY INSP. POC PR1 WILSON, EXT 9-7457.								CPL BUCHANAN	
JC	96027	1030											
CORRECTIVE ACTION COMPLETED 448 DAY INSP PER MIMS													
R & R DROGUE CHUTE.													
=====													
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ REQ	
JPJONES		IQSMITH		ICBUTLER		JHBALL		X				RFI BCM	
-----													
JOB CONTROL NUMBER				WORK CENTER		INSPT		PRI		TURN-IN		DDS	
ORG DAY SER SUF				81A		JCN		3		TURN-IN		DDS	
AW1027005						UP				NES-14/A		SWP4826	

Figure 9-68: O-Level ALSS Equipment Due for Scheduled Maintenance (Maintenance and Material Required) (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

MLHAGAN

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
JPJONES	1 A9C81B11 ICB	96027	1.0	96027	0900	8	4.0
JPJONES	1 A9C81B11 ICB	96027	1.5				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT CODE	BASIC NO	RV	AM	PART KIT
96B1600	A9C	31	2	A	804	01		2.5	2.5						
TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
YPAA	JP7794	O	D												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96027	0800		30003	10096						
COMP	96027	1430									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
M8				68A73H1-103				96027			
4.0											
				TIME/CYCLES				TIME/CYCLES			
				A0000							
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS				DATE				TIME			
A1				96027				0745			
M3				96027				0800			
IW				96027				0800			
M8				96027				0900			
IW				96027				1300			
JC				96027				1430			
CORRECTIVE ACTION COMPLETED 90 DAY INSP PER MIMS.											
NO DISCREPANCIES NOTED.											

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA						
JPJONES				IQSMITH				ICBUTLER				JHBALL				X	REQ						
																RFI	BCM						
JOB CONTROL NUMBER				WORK CENTER				INSPT JCN				PRI				TURN-IN							
ORG DAY SER SUF				STATUS				DDS				SYSTEM/REASON				MCN							
AW1027005				81B				UP				3				LPU-21C/P				SWP4826			

Figure 9-69: O-Level ALSS Personal Equipment Due For Scheduled Maintenance (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

MLHAGAN

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
JPJONES	1 A9C81B11 ICB	96027	1.0	96027	0900	8	4.0	
JPJONES	1 A9C81B11 ICB	96027	1.5					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X		R	381		00001	BK1	03		96027	6027DF80	96027
	FSCM			PART NUMBER		68A73B2-3						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
96B1600	A9C	32	2	C	804	01	2.5	2.5							
TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
YPAA	JP7794	O	D												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96027	0745		30003	10096						
COMP	96027	1430									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED	PART NUMBER				
M8				68A73H1-103		96027					
4.0											
				TIME/CYCLES		A0000	TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES			
A1	96027	0745									
M3	96027	0800		DISCREPANCY		LPU-21C/P LIFE PRESERVER DUE		PILOT/INITIATOR			
IW	96027	0800		FOR 90 DAY INSP. POC PR1 WILSON, EXT 9-7457				PR3 BUCHANAN			
M8	96027	0900									
IW	96027	1300									
JC	96027	1430		CORRECTIVE ACTION		COMPLETED 90 DAY INSP PER MIMS.					
				R & R AND PLACED NEW BLADDER IN SERVICE.							

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JPJONES				IQSMITH				ICBUTLER				JHBALL				REQ	REQ
																X	BCM
JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN	
ORG DAY SER SUF				STATUS				JCN				PRI TURN-IN DDSN				SWP4826	
AW1027005				81B				UP				3				LPU-21C/P	

Figure 9-70: O-Level ALSS Personal Equipment Due For Scheduled Maintenance (Maintenance and Material Required)(Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

MLHAGAN

=====

NAME/SHIFT

TOOLBOX/INT

DATE

HOURS

MAN , ACCUMULATED AWM HOURS

JPJONES

1

A9C81C9

ICB

96027

3.5 ,

LOCAL USE

-----

REFERENCE

=====

FAILED / REQUIRED MATERIAL

INDEX F/P AWP A/T MAL REF SYMBOL QTY PROJ PRI DATE ORD REQ NO DATE REC

FSCM

PART NUMBER

FSCM

PART NUMBER

FSCM

PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT CODE	BASIC NO	RV	AM	PART KIT
47A1300	A9C	31	2	A	804	01		3.5	3.5						

TYPE BU/SER

EQUIP

NUMBER

W/D

T/M

POSIT

FID

SFTY/EI

METER

SE

FSCM

TECH

INV CD

PERM CD

YCAA

010096

O

D

- - REPAIR CYCLE

RECD	DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
IN WORK	96027	0745		FSCM SERIAL NUMBER 19062 10096	FSCM SERIAL NUMBER

COMP 96027 1130

AWAITING MAINTENANCE HRS

PART NUMBER

DATE

REMOVED

PART NUMBER

10C-0016-16

96027

TIME/CYCLES

A0000

TIME/CYCLES

MAINTENANCE/SUPPLY REC

TIME/CYCLES

TIME/CYCLES

STATUS DATE TIME EOC

TIME/CYCLES

TIME/CYCLES

A1 96027 0745

DISCREPANCY

LOX CONVERTER DUE FOR 224

PILOT/INITIATOR

M3 96027 0800

DAY INSP

PR3 BUCHANAN

IW 96027 0800

JC 96027 1130

CORRECTIVE ACTION

COMPLETED 224 DAY INSP PER MIMS. NO

DISCREPANCIES NOTED.

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
JPJONES	IQSMITH	ICBUTLER	JHBALL	X	BCM

JOB CONTROL NUMBER

WORK

INSPT

SYSTEM/REASON

MCN

ORG DAY SER SUF

CENTER

STATUS

JCN

PRI

TURN-IN

DDSN

LOX CONVTR

SWP4826

A9C027810

81C

UP

3

Figure 9-71: I-Level ALSS Pool Component Due for Scheduled Maintenance (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
DATE	TIME	EOC		FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	

RECD		FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
------	--	------	--------	--------	------	--------	--------

IN WORK		99193	768-48				
---------	--	-------	--------	--	--	--	--

COMP				DATE			
------	--	--	--	------	--	--	--

AWAITING MAINTENANCE HRS		PART NUMBER	DATE	PART NUMBER
--------------------------	--	-------------	------	-------------

		363473-1-1	96027	
--	--	------------	-------	--

|--|--|--|--|--|

|--|--|--|--|--|

|--|--|--|--|--|

|--|--|--|--|--|

JOB CONTROL NUMBER	WORK	INSPT					SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	CHECK/TEST	SWP4826

|--|--|--|--|--|--|--|--|--|

Figure 9-72: MAF Discrepancy (Supply Asset Induction Document) (Material Condition Tag Missing)



N2R22502										ENTRIES REQUIRED SIGNATURE					
MCN										NONE LOGS REC					
SWP4826										X MLHAGAN					
VIDS/MAF OPNAV 4790/60 (REV 2-82)															
=====										=====					
ACCUMULATED WORK HOURS										MAN , ACCUMULATED AWM HOURS					
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON HOURS			
SMITH		1 D986209 ICB		96027		1.0		96027		0800		1.0			
.															
.															
.															
.															
LOCAL USE															
-----															
REFERENCE															
=====															
FAILED / REQUIRED MATERIAL															
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE REC		
FSCM		PART NUMBER													
FSCM		PART NUMBER													
FSCM		PART NUMBER													
WORK ACT		MAL		TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART KIT	
42141	D98	31	2	A	804	01	1.0	1.0	.						
TYPE		BU/SER													
EQUIP		NUMBER		W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
AAE9		000000		O	T										
- - REPAIR CYCLE - -															
DATE		TIME		EOC	REMOVED/OLD ITEM				INSTALLED/NEW ITEM						
RECD		96027		0800	FSCM SERIAL NUMBER				FSCM SERIAL NUMBER						
IN WORK		96027		0900	99193 768-48										
COMP		96027		1000					DATE						
AWAITING MAINTENANCE HRS				PART NUMBER				REMOVED		PART NUMBER					
				363473-1-1				96027							
				TIME/CYCLES				C0502		TIME/CYCLES					
MAINTENANCE/SUPPLY REC				TIME/CYCLES						TIME/CYCLES					
STATUS				DATE		TIME		EOC	TIME/CYCLES		TIME/CYCLES				
A1		96027		0800											
M3		96027		0900				DISCREPANCY		CHECK/TEST AND MAKE RFI		PILOT/INITIATOR			
IW		96027		0900				MATERIAL CONDITION (RFI)		TAG MISSING		AT2 SMITH			
JC		96027		1000											
CORRECTIVE ACTION CSD RAN GOOD ON TEST STAND. NO DEFECTS															
.															
=====															
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ REQ			
IQSMITH		JQJONES		ICBUTLER		JHBALL		X		RFI		BCM			
-----															
JOB CONTROL NUMBER				WORK		INSPT		PRI		TURN-IN		DDS		SYSTEM/REASON	
ORG		DAY		SER		SUF		CENTER		STATUS		JCN		MCN	
D 8 8 0 2 7 1 1 2								620		UP		3		CSD	
														SWP4826	

Figure 9-73: Completed Discrepancy MAF (Supply Asset Induction Document) (Material Condition Tag Missing)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
13125										50	0054					A1

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
AAEG	151688															

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK				64124	4113-21						
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER			DATE	PART NUMBER			
				912473-1			96033				
				TIME/CYCLES	1234		TIME/CYCLES	TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES	TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES			TIME/CYCLES	TIME/CYCLES			

DISCREPANCY COMPLY WITH PARA II OF AFC 54 PILOT/INITIATOR  
AZ3CSMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF						AFC 54	SWP4826
AC3033061							

Figure 9-74: TD Compliance Turn-In Document (O-Level)





N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
WILCOX/COX	1 D9861B2 RIC	96083	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
7236400	D98	47	2	C		01	1.0	0.5		54	0087					00

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
YCAA	000000													

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96083	0800		82598	1063	82598	1063	
COMP	96083	0830						

AWAITING MAINTENANCE HRS				PART NUMBER	DATE	PART NUMBER
				1267	96033	1267-1
				TIME/CYCLES	A0000	TIME/CYCLES
				TIME/CYCLES		TIME/CYCLES
				TIME/CYCLES		TIME/CYCLES
				TIME/CYCLES		TIME/CYCLES
M3	96083	0800		DISCREPANCY INCORPORATE AVC 87 IN RADAR PILOT/INITIATOR		
IW	96083	0800				
JC	96083	0830		ALTIMETER AZ3 SMITH		

CORRECTIVE ACTION		
INCORPORATED AVC 87 IN RADAR ALTIMETER		

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
ABWILCOX	GSMURRY	RICLAUSEN	IBMERCER	X	RFI BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	61B	UP		3			AVC 87	SWP4826
A F 2 0 8 3 0 3 5								

Figure 9-77: IMA TD Compliance

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
DELONG/WRIGHT	1 D9861B2 RIL	96270	0.8		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
7236400	D98	47	2	Q		01	0.8	0.4		54	0087					00	
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
YCAA	000000																

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96270	0800		82598	1063		82598	1063				
COMP	96270	0820										
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER					
				1267-1		96270	1267					
				TIME/CYCLES		A0000	TIME/CYCLES		A0000			
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES						
STATUS				DATE		TIME	EOC		TIME/CYCLES			
M3	96270	0800		DISCREPANCY REMOVE AVC 87 FROM RADAR PILOT/INITIATOR								
IW	96270	0800		ALTIMETER PER NASC MSG 270740Z SEP 93 AZ3 SMITH								
JC	96270	0820		CORRECTIVE ACTION REMOVED AVC 87 FROM RADAR ALTIMETER								

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
ABDELONG	GSCCLARK	RILARSON	IBMERCER	RFI	BCM				
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		CENTER		JCN		PRI TURN-IN DDSN		SWP4826	
A F 2 2 7 0 0 7 2		61B		UP		3		AVC 87	

Figure 9-78: TD Compliance Removal



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
				96030	0900	3	0.1

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
049	D98	11	2	0	000	01	0.0	0.0								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
JHMA	649300	O		D											

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
	96030	0900						

IN WORK			DATE		
COMP	AWAITING MAINTENANCE HRS	PART NUMBER	DATE	REMOVED	PART NUMBER
	M3				
	0.1				

MAINTENANCE/SUPPLY REC			TIME/CYCLES			TIME/CYCLES		
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
M3	96030	0900						

DISCREPANCY			UNCAN AND DEPRESERVE ENGINE			PILOT/INITIATOR		

CORRECTIVE ACTION		

CORRECTED BY			INSPECTED BY			SUPERVISOR			MAINT CONTROL			CF	QA
												REQ	REQ

CORRECTED BY			INSPECTED BY			SUPERVISOR			MAINT CONTROL			RFI	BCM

JOB CONTROL NUMBER			WORK CENTER			INSPT JCN			PRI			TURN-IN			DDSN			SYSTEM/REASON			MCN		
ORG	DAY	SER	SUF																				
D	8	8	0	3	0	0	0	2															

Figure 9-80: Supply Asset Engine Depreservation



**9-190**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
LESCH	1 D9841A6 TRH	96104	0.5		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID										
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
235DA00	D98 11	2	C	160	01	0.5	0.5							

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
JHHA	663223	W	3											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96104	0800									
COMP	96104	0830									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96104	0800									
IW	96104	0800									
JC	96104	0830									

CORRECTIVE ACTION				REPAIRED BROKEN LEAD			
DISCREPANCY				FUEL PUMP HAS BROKEN LEAD			
				PILOT/INITIATOR			
				AD1 SMITH			

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHLESCH				IMLALLY				JBREEVES				IBMOSHER				RFI	BCM

JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDS	SYSTEM/REASON	MCN					
A	C	3104001		41A			3			FUEL PUMP	SWP4826					

Figure 9-82: Fix-In-Place (Material Not Required)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
MILLER	1 D9841A12 RIB	96104	1.0					
MILLER	1 D9841A12 RIB	96106	1.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	R	070			00001	ZQ9	03	96104	6104D256	96106
	FSCM	46448		PART NUMBER		334167-2						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID								
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
235DK	D98 12	2	C	070	01	2.0	2.0					
TYPE BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
JHHA	663223	W	3									

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96104	0800					
COMP	96106	0900					
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER	
				TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
MAINTENANCE/SUPPLY REC				TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
STATUS DATE TIME EOC				TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
M3	96104	0800		DISCREPANCY	BROKEN OIL TUBE	PILOT/INITIATOR	
IW	96104	0800				AD1 DEAN	
WP	96104	0900					
IW	96106	0800					
JC	96106	0900		CORRECTIVE ACTION	REPLACED BROKEN OIL TUBE		

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
ORG	DAY SER	ORG	DAY SER	ORG	DAY SER	ORG	DAY SER	REQ	REQ
SWMILLER		IMDREW		RIBOGIE		IBMOSHER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT		SYSTEM/REASON		MCN	
A C 3 1 0 4 0 0 1		41A		3		OIL TUBE		SWP4826	

Figure 9-83: Fix-In-Place (Material Required)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
ERTMAN	1 D9841A10 RLK	96104	1.5					
DUNCAN	1 D9841A10 RLK	96107	2.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	99207			PART NUMBER		6049T41P01	00001	ZQ9	03	96105	6105DZ40	96107
------	-------	--	--	-------------	--	------------	-------	-----	----	-------	----------	-------

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
235F6	D98	18	2	R	710	01	3.5	3.5									
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
JHHA	663223	W	2														

REPAIR CYCLE			REMOVED/OLD ITEM		INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96104	0800		99207	MDU1429	99207	MDU1502
COMP	96107	1000					

AWAITING MAINTENANCE HRS				PART NUMBER		DATE		PART NUMBER	
				6049T41P01		96104		6049T41P01	
				TIME/CYCLES		A1234		TIME/CYCLES	
				TIME/CYCLES				TIME/CYCLES	
				TIME/CYCLES				TIME/CYCLES	

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96104	0800		DISCREPANCY				R & R # 4 BEARING DUE TO			
IW	96104	0800						PILOT/INITIATOR			
WS	96104	0930		EVIDENCE OF OVERHEATING				AD1 SMITH			
WP	96105	0800									
IW	96107	0800									
JC	96107	1000		CORRECTIVE ACTION				R & R # 4 BEARING			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHDUNCAN		IBEMBACH		IMKRIS		ECMERCER		REQ	REQ
								RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		STATUS		JCN		PRI TURN-IN		DDS	
A C 3 1 0 4 0 0 1		41A		3		R/R #4 BRNG		SWP4826	

Figure 9-84: Removal/Replacement of a Tracked Consumable Component

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
DUNCAN	1 D9841A10 RLK	96104	1.5		
ERTMAN	1 D9841A10 RLK	96107	2.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
							00001	ZQ9	03	96105	6105DZ36	96107
	FSCM	23810		PART NUMBER		667237						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT												MAL				TECHNICAL DIRECTIVE ID			
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT						
235DD	D98	23	2	R	381	01	3.5	3.5											
TYPE		BU/SER		W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM TECH	INV CD PERM CD						
EQUIP		NUMBER		W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM TECH	INV CD PERM CD						
JHHA		663223		W		2													
REPAIR CYCLE																			
RECD		DATE	TIME	EOC	REMOVED/OLD ITEM				INSTALLED/NEW ITEM										
IN WORK		96104	0800		FSCM SERIAL NUMBER				FSCM SERIAL NUMBER										
COMP		96107	1000		23810 FP16				23810 FP26										
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED		PART NUMBER									
				667237				96104		667237									
				TIME/CYCLES				C1313		TIME/CYCLES									
				TIME/CYCLES						C0001									
				TIME/CYCLES						TIME/CYCLES									
				TIME/CYCLES						TIME/CYCLES									
STATUS		DATE	TIME	EOC	DISCREPANCY				FUEL PRESSURIZING DUMP VALVE										
M3		96104	0800						PILOT/INITIATOR										
IW		96104	0800		ASSY LEAKING				AD1 SMITH										
WS		96104	0930																
WP		96105	0800																
IW		96107	0800																
JC		96107	1000		CORRECTIVE ACTION				R & R FUEL PRESSURIZING DUMP VALVE ASSY										

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHDUNCAN				IBEMBACH				IMKRIS				ECMERCER				RFI	BCM
JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN	
AC31040011A				41A				JCN				R/R DUMP VAL				SWP4826	

Figure 9-85: Removal/Replacement of a Repairable Component with No Repairable Sub-Subassemblies

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
LAND	1 D9841A21 RJP	96104	4.0				
DAYS/3	1 D9841A21 RJP	96107	12.0				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

						00001	ZQ9	03		96104	6104DZ38	96107
--	--	--	--	--	--	-------	-----	----	--	-------	----------	-------

FSCM	13416	PART NUMBER	6671181
------	-------	-------------	---------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
2351C10	D98	23	2	R	301	01	16.2	8.0									
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
JHHA	663223	W	1														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96104	0800		13416	T11061		13416	T00817				
COMP	96107	1200										
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER					
				6671181		96104	6671181					
				TIME/CYCLES		C0931	TIME/CYCLES		C0001			
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES					
STATUS				DATE		TIME	DATE		TIME			
M3				96104		0800	DISCREPANCY		FRONT COMPRESSOR STATORS			
IW				96104		0800	FODDED		PILOT/INITIATOR			
WP				96104		1200			AD2 SMITH			
IW				96107		0800						
JC				96107		1200						
				CORRECTIVE ACTION		R & R FRONT COMPRESSOR						

CORRECTED BY				INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ				REQ		REQ		REQ		REQ	REQ
JHSWANSON				IBKRAMER		RL PERRY		ECMERCER		RFI	BCM
JOB CONTROL NUMBER				WORK		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF				CENTER		JCN		PRI TURN-IN		DDS	
A C 3 1 0 4 0 0 1				41A		3		R/R FRT COMP		SWP4826	

Figure 9-86: Removal/Replacement of a Repairable Component with Repairable Sub-Subassemblies

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
DORAN	1 D9862A3 IBH	96104	2.0	96104	1000	8	118.0		
THOMAS	1 D9862A5 IBH	96109	2.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT CODE	BASIC NO	RV	AM	PART KIT
2351C00	D98	11	2	S	800	02		4.0	4.0						
TYPE		BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
JHHA	663223	O	3												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96104	0800									
COMP	96109	1000									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
M8											
118.0											
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS				DATE				TIME			
M3				96104				0800			
IW				96104				0800			
M8				96104				1000			
IW				96109				0800			
JC				96109				1000			
DISCREPANCY				R & R WIRING HARNESS TO				PILOT/INITIATOR			
FACILITATE REPAIR								AZ1 BOLYARD			
CORRECTIVE ACTION				R'd & R'd WIRING HARNESS TO FACILITATE							
REPAIR											

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JHDORAN	IMBROWN	RIHARRIS	IBMERCER	RFI	BCM				
JOB CONTROL NUMBER		WORK CENTER		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		STATUS		JCN PRI		TURN-IN DDSN		HARNES(FOM) SWP4826	
A C 3 1 0 4 0 0 1		62A		3					

Figure 9-87: Facilitate Other Maintenance

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X

JBASHBY

## =====

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
ALLEN/BELL	1 D9841A15 IBG	96104	8.0	96104	1200	3	356.0
NIGHTS/4	1 D9841A13 IBG	96119	16.0				

## LOCAL USE

-----  
REFERENCE

=====												
FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
2350000	D98	31	2	C	301	01	24.0	8.0								

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
JHHA	663223	H	B											

## - - REPAIR CYCLE - -

RECD	DATE	TIME	EOC	REMOVED/OLD	ITEM	INSTALLED/NEW	ITEM
				FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96104	0800		JHHA1	663223		

COMP	DATE	TIME	EOC	REMOVED	DATE
	96119	1200			96104

AWAITING MAINTENANCE HRS PART NUMBER

M3  
356.0

MAINTENANCE/SUPPLY REC	TIME/CYCLES	E1234	TIME/CYCLES
STATUS	DATE	TIME	EOC
M3	96104	0800	
IW	96104	0800	
M3	96104	1200	
IW	96119	0800	
JC	96119	1200	

DISCREPANCY	COMPRESSOR CASE CRACKED	PILOT/INITIATOR
FROM FOD. FOR INSP USE JCN AC3104A00		AZ1 SMITH

CORRECTIVE ACTION	REPAIRED COMPRESSOR CASE. TEST CELL
TIME 1.6 HOURS.	

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF	QA
JHALLEN	IBDELESA	IMGREENE	ECMERCER	X	REQ REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK	INSP	TURN-IN	SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	JCN	PRI	DDS	
A C 3 1 0 4 0 0 1	41A	A00	3	6104G221	663223 MOM SWP4826

Figure 9-88: Engine Repair Control Document (Completed MAF)



**9-198**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
2351C10					301											

TYPE	BU/SER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER													
JHHA	663223	W	1											

REPAIR CYCLE

RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96104	1200		13416	T11061				

COMP	DATE	TIME	EOC	REMOVED	DATE	REMOVED
AWAITING MAINTENANCE HRS <td></td> <td></td> <td></td> <td>6671181</td> <td>96104</td> <td></td>				6671181	96104	

MAINTENANCE/SUPPLY REC	TIME/CYCLES	C0931	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES

A1	DATE	TIME	EOC	DISCREPANCY	FRONT COMPRESSOR STATORS	PILOT/INITIATOR
	96104	1200		FODDED		AZ1 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF				6104DZ38		COMPRESSOR	SWP4826
AC3104001A							

Figure 9-90: Engine Component Turn-In for Repair

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
DAY/3	1 D9841A3 RIS	96106	24.0	96104	1300	3	43.0		
NIGHT/2	1 D9841A3 RIS	96106	16.0						
DAY/3	1 D9841A3 RIS	96107	24.0						
NIGHT/1	1 D9841A3 RIS	96107	16.0						
DAY/2	1 D9841A3 RIS	96108	10.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
2351C10	D98	31	2	C	301	01	90.0	45.0									
TYPE		BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
JHHA	663223	W	1														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96106	0800		13416	T11061						
COMP	96108	0500									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER				
M3				6671181		96104					
43.0											
				TIME/CYCLES		C0931	TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES				
STATUS				DATE		TIME	EOC				
A1				96104		1200					
M3				96104		1300	DISCREPANCY FRONT COMPRESSOR STATORS PILOT/INITIATOR				
IW				96106		0800	FODDED AZ1 SMITH				
JC				96108		0500					
				CORRECTIVE ACTION BLENDED STATORS							

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ		REQ		REQ		REQ		X	REQ
JHOATES		IBSPEAKER		SWSWANE		ECMERCER		RFI	BCM
JOB CONTROL NUMBER		WORK		INSPT		SYSTEM/REASON		MCN	
ORG DAY SER SUF		CENTER		JCN		TURN-IN DDSN		SWP4826	
AC3104001A		41A		3		6104DZ38		COMPRESSOR	

Figure 9-91: Engine Component Repair (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

0300600

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		

JHDB

664243

O

J

REPAIR CYCLE

DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
------	------	-----	------------------	--------------------

RECD	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
------	------	--------	--------	------	--------	--------

IN WORK

JHDB2

664243

COMP

AWAITING MAINTENANCE HRS

PART NUMBER

DATE

REMOVED

96094

PART NUMBER

TIME/CYCLES

E1248

TIME/CYCLES

MAINTENANCE/SUPPLY REC

TIME/CYCLES

TIME/CYCLES

STATUS DATE TIME EOC

TIME/CYCLES

TIME/CYCLES

DISCREPANCY # 2 ENGINE DUE 600 HOUR INSP

PILOT/INITIATOR

AZ3 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF	QA
--------------	--------------	------------	---------------	----	----

REQ REQ

RFI BCM

JOB CONTROL NUMBER	WORK	INSPT	TURN-IN		SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	STATUS JCN	PRI	DDS		

AC3094B00

6094G428

664243 MOM

SWP4826

Figure 9-92: Turn-In Document Solely for Major Engine Inspection

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE	BASIC	NO	RV	AM	PART	KIT
0300600	D98	31	2	0	000	01		0.0	0.0									

TYPE	BU/SER	EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
JHDB	664243			O	J											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96094	0800		JHDB2	664243						
COMP	96102	1700									
AWAITING MAINTENANCE HRS				PART NUMBER			REMOVED		PART NUMBER		
							96094				

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96094	0800									
IW	96094	0800		DISCREPANCY	# 2 ENGINE DUE 600 HOUR INSP					PILOT/INITIATOR	
M3	96094	1300								AD1 SMITH	
IW	96095	0800									
WP	96095	1400									
IW	96102	0900		CORRECTIVE ACTION	COMPLETED 600 HR MAJOR INSP						
JC	96102	1700									

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
JHRAINES	IBPENROD	RACLARK	BNPOWELL	X	RFI BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	41A		B00	3	6094G428		664243 MOM	SWP4826
A C 3 0 9 4 B 0 0								

Figure 9-93: Control Document Solely for Major Engine Inspection (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE	BASIC	NO	RV	AM	PART	KIT
0301200	D98	11	2	0	000	01		0.0	0.0									

TYPE	BU/SER	EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
JHHA	663223			O	J											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	
IN WORK	96104	0800									
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER			DATE REMOVED			PART NUMBER	

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96104	0800									
IW	96104	0800									
				DISCREPANCY	PERFORM	1200 HR	MAJOR INSP			PILOT/INITIATOR	
				PER MRC"s						AZ2 SMITH	
				CORRECTIVE ACTION							

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
																REQ	REQ
																RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		STATUS		INSPT JCN		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF																
A	C	3	104	A	00			A00		3						663223	INSP	SWP4826	

Figure 9-94: Control Document for Major Engine Inspection (Engine Undergoing Repair)

N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X AJSTYLES									
VIDS/MAF OPNAV 4790/60 (REV 2-82)										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
JHDOE		1 D986203 JBP		96104		8.0													
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
=====																			
WORK ACT		MAL		TECHNICAL DIRECTIVE ID															
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT				
0301200	D98	11	2	0	000	00	8.0	8.0											
TYPE		BU/SER																	
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
JHHA	663223	O	J																
REPAIR CYCLE																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96104	0800				FSCM SERIAL NUMBER				FSCM SERIAL NUMBER									
IN WORK	96104	0800																	
COMP	96104	1600				DATE				PART NUMBER									
AWAITING MAINTENANCE HRS				PART NUMBER				REMOVED				PART NUMBER							
=====																			
				TIME/CYCLES				TIME/CYCLES				TIME/CYCLES							
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES				TIME/CYCLES							
STATUS		DATE		TIME		EOC		TIME/CYCLES				TIME/CYCLES							
M3	96104	0800				DISCREPANCY				COMPLY WITH MRC's 6, 9, 13 AND 15				PILOT/INITIATOR					
IW	96104	0800																	
JC	96104	1600												AZ1 STEELE					
CORRECTIVE ACTION COMPLETED CARDS 6, 9, 13 AND 15																			
=====																			
CORRECTED BY										INSPECTED BY									
JHDOE										KRJONES									
=====										=====									
SUPERVISOR										MAINT CONTROL									
JBPOWELL										IBMERCER									
=====										=====									
JOB CONTROL NUMBER										WORK CENTER									
ORG DAY SER SUF										STATUS JCN PRI TURN-IN DDSN									
A C 3 1 0 4 A 0 0										620 3 663223 LOOK SWP4826									

Figure 9-95: Major Engine Inspection (Look Phase Supporting Work Center)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
MANN	1 D9841A7 SIP	96104	0.5					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
235DK	D98	11	2	B	105	01	0.5	0.5								

TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
JHHA	663223	M	3														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96104	0830									
COMP	96104	0900									
AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96104	0830									
IW	96104	0830									
JC	96104	0900									

				DISCREPANCY EXTERNAL OIL TUBE HOLD DOWN				PILOT/INITIATOR			
				BOLT ROUNDED OFF				AD1 LLOYD			
				CORRECTIVE ACTION				REPLACED BOLT			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
								REQ	REQ
JHMANN		IMCOX		SIPOTTER		IBMERCER		RFI	BCM

JOB CONTROL NUMBER			WORK CENTER		INSPT		TURN-IN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF		STATUS	JCN	PRI	DDS			
A	C	3	104	A	01	41A	3		OIL TUBE BLT		SWP4826

Figure 9-96: Major Engine Inspection (Fix-In-Place)



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS						MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
HAYES	1 D9841A3 SWK	96105	1.0						
HAYES	1 D9841A3 SWK	96106	1.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL										DATE ORD	REQ NO	DATE REC
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	PART NUMBER	123456-1
------	-------------	----------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
235DA00	D98	23	2	R	381	01	2.0	2.0							
TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
JHHA	663223	M	2												

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96105	0700		14386	9313	14386	6989	
COMP	96106	0900						
AWAITING MAINTENANCE HRS			PART NUMBER	REMOVED	PART NUMBER			
			123456-1	96105	123456-1			

MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		TIME/CYCLES	
STATUS	DATE	TIME	EOC	DISCREPANCY	FUEL PUMP LEAKING	PILOT/INITIATOR	AD2 SMITH		
M3	96105	0700							
IW	96105	0700							
WP	96105	0800							
IW	96106	0800							
JC	96106	0900							
CORRECTIVE ACTION				R & R FUEL PUMP					

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT	PRI	TURN-IN	DDS	SYSTEM/REASON	REQ	REQ
ORG DAY SER SUF	41A		JCN	3			FUEL PUMP	RFI	BCM
AC 3104A02									

Figure 9-97: Major Engine Inspection (Fix Phase Removal and Replacement of a Repairable Component)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		

- - REPAIR CYCLE - -

RECD	DATE	TIME	EOC	REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
IN WORK				FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		

COMP	AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
------	--------------------------	-------------	--------------	-------------

				TIME/CYCLES	C1451	TIME/CYCLES
MAINTENANCE/SUPPLY REC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES			
STATUS	DATE	TIME	EOC			

DISCREPANCY	FUEL PUMP LEAKING	PILOT/INITIATOR
-------------	-------------------	-----------------

CORRECTIVE ACTION
-------------------

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
--------------	--------------	------------	---------------	--------	--------

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
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Figure 9-98: Major Engine Inspection (Component Turn-In)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JRASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
0301200	D98	11	2	0	000	01	0.0	0.0								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP <td>NUMBER <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </td>	NUMBER <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>														
JHHA	663223	O	J												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96104	0800									
COMP	96120	1300									
AWAITING MAINTENANCE HRS				PART NUMBER				PART NUMBER			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96104	0800									
IW	96104	0800		DISCREPANCY	PERFORM	1200	HR	MAJOR		PILOT/INITIATOR	
M3	96104	1400		INSP	PER	MRC's				AD3 SMITH	
IW	96120	0800									
JC	96120	1300		CORRECTIVE ACTION	COMPLETED	1200	HR	MAJOR	INSP		

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA														
REQ				REQ				REQ				REQ				REQ	REQ														
JHDAY				KRGNADT				IMMORRIS				BNPOWELL				RFI	BCM														
JOB CONTROL NUMBER				WORK CENTER				INSPT JCN				PRI				TURN-IN				DDSN				SYSTEM/REASON				MCN			
AC3104A00				41A				A00				3								663223				INSP				SWP4826			

Figure 9-99: Major Engine Inspection Completed After Repair Action





N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
SMITH	1 S9841A4 RAS	96156	1.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
22300	D98	41	2	C		01	1.0	1.0		01	0121					00

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
JHMA	650403													

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96156	1030		77445	650403						
COMP	96156	1130									

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
	J52-P-8C	96156	

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96156	1030									
IW	96156	1030									
JC	96156	1130									

DISCREPANCY				COMPLY WITH PPB #121				PILOT/INITIATOR			

CORRECTIVE ACTION				COMPLIED WITH PPB #121			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA	
REQ		REQ		REQ		REQ		REQ		REQ	
JHSMITH		IMJONES		RASEWEL		IBMERCER		RFI		BCM	

JOB CONTROL NUMBER				WORK CENTER		INSPT		TURN-IN		SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	MCN	MCN
D	8	1	5	6	1	0	7	41A		3	PPB #121	SWP4826	

Figure 9-102: Supply Asset (TD Compliance Completed)

**9-212**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
				96206	1030	3	0.1	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
2351P	D98	41	2							01	0154				02	00

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
JHMA	664551															

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER			
IN WORK	96206	1030		77445	664551							
COMP												
AWAITING MAINTENANCE HRS				PART NUMBER		DATE	PART NUMBER					
M3				J52-P-8C		96206						
0.1												
				TIME/CYCLES	E1234		TIME/CYCLES					
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES					
STATUS	DATE	TIME	EOC	TIME/CYCLES			TIME/CYCLES					
M3	96206	1030										
IW	96206	1030		DISCREPANCY	COMPLY WITH PART II OF PPB #154		PILOT/INITIATOR					
							AZ3 SMITH					
				CORRECTIVE ACTION								

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
																REQ	REQ
																RFI	BCM

JOB CONTROL NUMBER				WORK		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN										
A	C	3	2	0	6	1	7	8	4	1	A	3			PPB 154	SWP4826

Figure 9-104: O-Level Engine TD Compliance Request (Production Control Entries)



N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X X AJSTYLES									
VIDS/MAF OPNAV 4790/60 (REV 2-82)																			
=====										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON		HOURS					
MARCH		1 D9841A14 RAD		96206		1.5													
.																			
.																			
.																			
.																			
.																			
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
FAILED / REQUIRED MATERIAL																			
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE	ORD	REQ NO	DATE	REC					
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
FSCM		PART NUMBER																	
WORK ACT		MAL		TECHNICAL DIRECTIVE ID															
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART KIT				
2351P	D98	41	2	C		01	1.5	1.5		01	0154				02 00				
TYPE		BU/SER																	
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD					
JHMA	664551																		
- - REPAIR CYCLE - -																			
DATE		TIME		EOC		REMOVED/OLD ITEM				INSTALLED/NEW ITEM									
RECD	96206	1030				FSCM SERIAL NUMBER				FSCM SERIAL NUMBER									
IN WORK	96206	1030				77445 664551													
COMP	96206	1200																	
AWAITING MAINTENANCE HRS				PART NUMBER				DATE		PART NUMBER									
				J52-P-8C				96206											
				TIME/CYCLES				E1234		TIME/CYCLES									
MAINTENANCE/SUPPLY REC				TIME/CYCLES						TIME/CYCLES									
STATUS				DATE		TIME		EOC		TIME/CYCLES		TIME/CYCLES							
M3	96206	1030																	
IW	96206	1030				DISCREPANCY				COMPLY WITH PART II OF PPB #154 PILOT/INITIATOR									
JC	96206	1200								AD2 DEAN									
.																			
CORRECTIVE ACTION COMPLIED WITH PPB #154 PART II																			
.																			
.																			
=====																			
CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF		QA		REQ		REQ					
JHMARCH		IMCLARK		RADAVIS		IBMERCER		RFI		BCM									
-----																			
JOB CONTROL NUMBER				WORK		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON					
ORG DAY SER SUF				CENTER		JCN		3						PPB 154					
A C 3 2 0 6 1 7 8				41A										SWP4826					

Figure 9-105: O-Level Engine TD Compliance Request (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
MYERS/KOONS	1 D9841A6 LLM	96355	0.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL										DATE ORD	REQ NO	DATE REC
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
FSCM	77200			PART NUMBER		02-14516	00003	ZQ9	03	96355	6355D048	
FSCM	77200			PART NUMBER		MS20470AD3-3	00003	ZQ9	03	96355	6355D049	
FSCM	77200			PART NUMBER		02-14548	00003	ZQ9	03	96355	6355D050	

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
235DA00	D98	47	2							02	0120				01	00
TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
YEAA	000000															

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	
IN WORK	96355	0800		77200	F602						
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER	DATE	REMOVED		PART NUMBER			
				023830-060-03	96355						
				TIME/CYCLES	C1839			TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			
M3	96355	0800									
IW	96355	0800		DISCREPANCY			COMPLY WITH J52 PPC #120			PILOT/INITIATOR	
										AD2 SMITH	
				CORRECTIVE ACTION							

CORRECTED BY										INSPECTED BY										SUPERVISOR										MAINT CONTROL										CF	QA																												
																																								REQ	REQ																												
																																								RFI	BCM																												
JOB CONTROL NUMBER										WORK CENTER										INSPT JCN										PRI TURN-IN										DDSN										SYSTEM/REASON										MCN									
ORG DAY SER SUF										41A										3																				PPC120										SWP4826																			
D 8 8 3 5 5 1 6 3																																																																					

Figure 9-106: I-Level Originated TD Compliance Request (Engine Component)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
MYERS/KOONS	1 D9841A6 GSS	96355	2.0		

## LOCAL USE

## REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
						00003	ZQ9	03		96355	6355D048	96355
FSCM	77200			PART NUMBER		02-14516						
						00006	ZQ9	03		96355	6355D049	96355
FSCM	77200			PART NUMBER		MS20470AD3-3						
						00003	ZQ9	03		96355	6355D050	96355
FSCM	77200			PART NUMBER		02-14548						

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART	KIT
235DA00	D98 47	2	C		01	2.0	1.0		02	0120		01	00
TYPE BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
YEAA	000000												

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96355	0800		77200	F602	77200	F602
COMP	96355	0900					
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER	
				023830-060-03	96355	023830-060-04	
				TIME/CYCLES	C1839	TIME/CYCLES	C1839
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES	
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES	
M3	96355	0800					
IW	96355	0800		DISCREPANCY	COMPLY WITH J52 PPC #120	PILOT/INITIATOR	
JC	96355	0900				CPL SMITH	

CORRECTIVE ACTION COMPLIED WITH J52 PPC #120 PART I

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
ABKOONS		GSSLANTIS		GSROY		IBMERCER		REQ	REQ
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		RFI	BCM
ORG DAY SER SUF		41A		3		PPC120			
D 8 8 3 5 5 1 6 3									SWP4826

Figure 9-107: I-Level Originated TD Compliance (Completed)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID											
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
235D800									02	0050			1		00

TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
YEAA	000000														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK				73030	768-48						
COMP											
AWAITING MAINTENANCE HRS				PART NUMBER			DATE	PART NUMBER			
				707675L57			96163				
				TIME/CYCLES		C0502		TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES				TIME/CYCLES			

DISCREPANCY	COMPLY WITH PARA OF PPC #50	PILOT/INITIATOR
AMEND 1		CPL SMITH
CORRECTIVE ACTION		

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF						PPC50 AM1	SWP4826
A C 3 1 5 6 1 7 8							

Figure 9-108: O-Level Request for TD Compliance Assist (Engine Component)

**9-218**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
BROWN/PINNO	1 D984118 RSS	96163	2.0		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
235D800	D98	47	2	A		00	2.0	1.0		02	0050			1		00

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
YEAA	000000															

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96163	0800		73030	768-48	73030	768-48	
COMP	96163	0900						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER		
				707675L57	96163	707675L57		

MAINTENANCE/SUPPLY REC				TIME/CYCLES				C0502			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96163	0800									
IW	96163	0800									
JC	96163	0900									

DISCREPANCY				COMPLY WITH PARA II OF PPC #50				PILOT/INITIATOR			
AMEND 1								AZ3 SMITH			

CORRECTIVE ACTION				COMPLIED WITH PPC #50 AMEND 1 PARA II			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
ABBROWN		GSSAUCIER		GSSAUCIER		IBMERCER		RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	MCN
A	C	3	156178	411			3		PPC 50 AM1	SWP4826

Figure 9-110: O-Level Request for TD Compliance Assist (Completed)

**9-220**

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
RAY	1 D9841U28 ALC	96110	0.5		

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27473	D98	11	2	C	160	01	0.5	0.5								
TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
TXAA	310021	W		3												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96110	0800									
COMP	96110	0830									
AWAITING MAINTENANCE HRS				PART NUMBER	DATE	REMOVED	PART NUMBER				
MAINTENANCE/SUPPLY REC				TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96110	0800									
IW	96110	0800		DISCREPANCY	FUEL PUMP HAS BROKEN LEAD				PILOT/INITIATOR		
JC	96110	0830							AD1 DEAN		

CORRECTIVE ACTION REPAIRED BROKEN LEAD

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHRRAY				ALCOLVIN				ALCOLVIN				IBMOSHER				RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT		TURN-IN		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	
P	E	4	1	1	0	1	1	0		FUEL PUMP	SWP4826	

Figure 9-112: Fix-In-Place (Not Requiring Material)



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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
BICE	1 D9841U4 RIC	96110	1.0				
BICE	1 D9841U6 RIC	96112	1.0				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X		R	070			00001	ZQ9	03	96110	6110DZ38	96112
	FSCM	99207		PART NUMBER		4064T35607						
	FSCM			PART NUMBER								
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID								
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT
2747H	D98 12	2	C	070	01	2.0	2.0					
TYPE	BU/SER											
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
TXAA	310021	W	3									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER		FSCM	SERIAL	NUMBER	
IN WORK	96110	0800									
COMP	96112	0900									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
				PART NUMBER				PART NUMBER			
				TIME/CYCLES				TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS				DATE				TIME			
M3				96110				0800			
IW				96110				0800			
WP				96110				0900			
IW				96112				0800			
JC				96112				0900			
				DISCREPANCY				FUEL INLET TUBE ASSY BROKEN			
								PILOT/INITIATOR			
								AD3 DEAN			
				CORRECTIVE ACTION				REPLACED FUEL INLET TUBE ASSY			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHBICE		IMCOX		IMCOX		IBMOSHER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		PRI TURN-IN		DDSN	
ORG DAY SER SUF		STATUS		JCN		PRI		TURN-IN	
PE4110110		41U		3		FUEL TUBE		SWP4826	

Figure 9-113: Fix-In-Place (Requiring Material)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
WILSON	1 D9841U5 TLK	96110	0.5				
WILSON	1 D9841U4 TLK	96111	0.5				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL										DATE ORD	REQ NO	DATE REC
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	99207	PART NUMBER	4064T97G03	00001	ZQ9	03	96110	4110DZ29	96111
------	-------	-------------	------------	-------	-----	----	-------	----------	-------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
27473	D98	23	2	R	381	01	1.0	1.0							
TYPE	BU/SER														
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD	
TXAA	310021	W	2												

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96110	0800		99207	16	99207	17	
COMP	96111	0830						

AWAITING MAINTENANCE HRS				PART NUMBER		DATE REMOVED		PART NUMBER	
				4064T97G03		96110		4064T97G03	
				TIME/CYCLES		C0154		TIME/CYCLES	
				TIME/CYCLES				C0012	
				TIME/CYCLES				TIME/CYCLES	
				TIME/CYCLES				TIME/CYCLES	
M3	96110	0800		DISCREPANCY FUEL PUMP LEAKING				PILOT/INITIATOR	
IW	96110	0800						AD3 DEAN	
WP	96110	0830							
IW	96111	0800							
JC	96111	0830							

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHWILSON				IMBELL				TLKEYS				IBMOSHER				RFI	BCM

JOB CONTROL NUMBER				WORK CENTER		INSPT		PRI		TURN-IN		DDS		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDS	SYSTEM/REASON	MCN					
PE41101101A				41U			3			FUEL PUMP	SWP4826					

Figure 9-114: Removal/Replacement of a Repairable Subassembly with No Repairable Sub-Subassemblies

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS						MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
KILSO/FISHER	1 D9841U10 TLK	96110	4.0						
KILSO/FISHER	1 D9841U2 TLK	96114	4.0						

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL										DATE ORD	REQ NO	DATE REC
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI			

FSCM	99207	PART NUMBER	6046T13G01	00001	ZQ9	03	96110	4110DZ87	96114
------	-------	-------------	------------	-------	-----	----	-------	----------	-------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27420	D98	23	2	R	301	01	8.0	4.0								
TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
TXAA	310021	W	1													

REPAIR CYCLE

DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
RECD	96110	0800	FSCM	SERIAL NUMBER
IN WORK	96110	0800	99207	317021
COMP	96114	1000		

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
	6046T13G01	96110	6046T13G01

MAINTENANCE/SUPPLY REC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
STATUS	DATE	TIME	EOC	
M3	96110	0800		
IW	96110	0800		
WP	96110	1000		
IW	96114	0800		
JC	96114	1000		

DISCREPANCY	HPC MODULE HAS COMPRESSOR	PILOT/INITIATOR
ROTOR ASSY DAMAGED		AD3 DEAN

CORRECTIVE ACTION R &amp; R HPC MODULE

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
JHSMITH	IMROY	TLROLLINS	IBMOSHER	RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	41U	JCN	3			HPC MODULE	SWP4826
PE4110110A							

Figure 9-115: Removal/Replacement of a Repairable Module/Component with Repairable Sub-Subassemblies

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MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JBASHBY

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
-------	-----	-----	-----	-----	-----	--------	-----	------	-----	----------	--------	----------

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK UNIT	ACT CD	ORG	TRANS	M/L	A/T	MAL CODE	I/P	HOURS	EMT	TECHNICAL DIRECTIVE ID	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27400	D98	31	2	C	301	01		0.0	0.0									

TYPE	BU/SER	EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
TXAA	310021			A	B											

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	DATE
IN WORK	96110	0800		TXAA1	310021						
COMP	96116	1000									
AWAITING MAINTENANCE HRS				PART NUMBER				PART NUMBER			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96110	0800									
IW	96110	0800									
M3	96110	1200									
IW	96116	0800									
JC	96116	1000									

DISCREPANCY				ENGINE (HPC MODULE) FODDED.				PILOT/INITIATOR			
FOR INSP USE JCN PE4110B00				AD3 SMITH							
CORRECTIVE ACTION				REPAIRED FODDED ENGINE BY REPLACEMENT							
OF HPC MODULE. TEST CELL TIME 1.6 HRS											

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF REQ		QA REQ	
JHROY		IBCOX		RIMULLEN		ECMERCER		X			
								RFI		BCM	

JOB CONTROL NUMBER				WORK CENTER		STATUS		INSPT		TURN-IN		DDSN		SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	ORG	DAY	SER	SUF	CENTER	STATUS
P	E	4	1	1	0	1	1	0									

Figure 9-116: Engine Repair Control Document (Completed)

[illegible]

**Figure 9-117: Turn-In of Repairable Module with Repairable Sub-Subassemblies**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
POWELL	1 D9841U7 AFS	96112	4.0					
MORSE	1 D9841U9 AFS	96115	4.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	99207	PART NUMBER	6027T11G04	00001	ZQ9	03	96112	6112DZ38	96115
------	-------	-------------	------------	-------	-----	----	-------	----------	-------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID													
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
2742200	D98	23	2	R	301	01	8.0	8.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
TXAX	317021	W	1														

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM				
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	DATE	
IN WORK	96112	0800		99207	OK2211			99207	OK2232			
COMP	96115	1200										
AWAITING MAINTENANCE HRS				PART NUMBER		6027T11G04	REMOVED		96112	PART NUMBER		6027T11G04
				TIME/CYCLES		C0395	TIME/CYCLES			TIME/CYCLES		C0001
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES			TIME/CYCLES		
STATUS	DATE	TIME	EOC	TIME/CYCLES			TIME/CYCLES			TIME/CYCLES		
M3	96112	0800		DISCREPANCY		HPC COMPRESSOR ROTOR	PILOT/INITIATOR					
IW	96112	0800		SUBASSEMBLY DAMAGED			AD3 DEAN					
WP	96112	1200										
IW	96115	0800										
JC	96115	1200		CORRECTIVE ACTION		R & R HPC COMPRESSOR ROTOR ASSY						

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
NNMORSE	AFSMITH	AFSMITH	AFSMITH	IBMOSHER	RFI	BCM			
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		PRI TURN-IN		DDSN	
ORG DAY SER SUF		STATUS		SYSTEM/REASON		MCN			
PE4110110AA		41U		3		ROTOR ASSY		SWP4826	

Figure 9-118: Removal/Replacement of a Repairable Sub-Subassembly from a Module

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
BRUSH + 1	1 D9841U7 KRL	96112	1.0	96112	0830	3	95.5	
COLTON +1	1 D9841U9 KRL	96116	1.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27420	D98	31	2	C	301	01	2.0	1.0								

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
TXAX	317021	W	1													

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96112	0800		99207	317021						
COMP	96116	1000									
AWAITING MAINTENANCE HRS				PART NUMBER			REMOVED		PART NUMBER		
M3				6046T13G01			96112				
95.5											
				TIME/CYCLES		C0645	TIME/CYCLES				
MAINTENANCE/SUPPLY REC				TIME/CYCLES			TIME/CYCLES				
STATUS				DATE		TIME	EOC	TIME/CYCLES			

A1 96110 1000 DISCREPANCY HPC MODULE HAS COMPRESSOR PILOT/INITIATOR

M3 96112 0800 ROTOR ASSY DAMAGED AD3 SMITH

IW 96112 0830

M3 96116 0800

IW 96116 0800

JC 96116 0830

CORRECTED BY INSPECTED BY SUPERVISOR MAINT CONTROL

JHCOLTON IBJAMES KRLOWE ECMERCER

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	41U			3	6110DZ87		317021 MOM	SWP4826
PE4110110A								

Figure 9-119: Module Repair (Completed)







N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT					MAL	TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
2742220					301											

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
TXAX	317021	W	1											

REPAIR CYCLE

RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96114	1200		99207	TG3718				

COMP	DATE	TIME	EOC	REMOVED	DATE
AWAITING MAINTENANCE HRS				4062T15P01	96114

MAINTENANCE/SUPPLY REC	TIME/CYCLES	C0227	TIME/CYCLES
STATUS	DATE	TIME	EOC
A1	96114	1200	

DISCREPANCY	SPOOL	COMP	STAGE	1-2	F0DDDED	PILOT/INITIATOR
						AD3 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK	INSPT	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	CENTER	STATUS JCN		6114D268		SPOOL COMP	SWP4826
PE4411011AB							

Figure 9-122: Turn-In of a Repairable Component Sub-Subassemblies

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS		
POWELL/MORSE	1 D984116 KRB	96114	2.0	96114	1500	3	1.0		
POWELL/MORSE	1 D984115 KRB	96116	2.0						

## LOCAL USE

## REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
H	X	X	R	301		00016	ZQ9	03	96114	6114D096	96116	
	FSCM	99207		PART NUMBER		6026T26P03						
I	X	X	R	301		00017	ZQ9	03	96114	6114D097	96116	
	FSCM	99207		PART NUMBER		6024T30P03						
	FSCM			PART NUMBER								

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART KIT	
2742200	D98	32	2	C	301	01	4.0	2.0					
TYPE BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
TXAX	317021	W	1										

REPAIR CYCLE				REMOVED/OLD ITEM		INSTALLED/NEW ITEM	
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96114	1200		99207	TG3718		
COMP	96116	1600					
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER	
M3				4062T15P01	96114		
1.0							
				TIME/CYCLES	C0227	TIME/CYCLES	
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES	
STATUS				DATE	TIME	EOC	TIME/CYCLES
A1	96114	1200					
M3	96114	1500		DISCREPANCY SPOOL COMP STAGES 1-2 FODDED PILOT/INITIATOR			
IW	96114	1600		AD3 SMITH			
WP	96114	1700					
IW	96116	0900					
JC	96116	1000		CORRECTIVE ACTION R & R'D 16 BLADES ON SPOOL STAGE 1 AND			
				17 BLADES ON STAGE 2			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
BNPOWELL		CVSNYDER		ALMARTIN		DLJONES		X	REQ
								RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		TURN-IN DDSN		SYSTEM/REASON	
ORG DAY SER SUF		411		3		6114D268		SPOOL COMP	
PE4110110AB								SWP4826	

Figure 9-123: Repair of a Sub-Subassembly from a Component Subassembly (Completed)

N2R22502												ENTRIES REQUIRED SIGNATURE	
MCN												NONE LOGS REC	
SWP4826												X X AJSTYLES	
VIDS/MAF OPNAV 4790/60 (REV 2-82)													
=====													
ACCUMULATED WORK HOURS										MAN		ACCUMULATED AWM HOURS	
NAME/SHIFT		TOOLBOX/INT		DATE		HOURS		DATE		TIME		REASON HOURS	
POWELL		1 D9841U7		AFS 96152		4.0							
MORSE		1 D9841U9		AFS 96153		4.0							
LOCAL USE													
-----													
REFERENCE													
=====													
FAILED / REQUIRED MATERIAL													
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC	
							00001	ZQ9	03	96152	6152DZ38	96153	
FSCM	99207			PART NUMBER		6027T11G04							
FSCM				PART NUMBER									
FSCM				PART NUMBER									
WORK ACT MAL TECHNICAL DIRECTIVE ID													
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM PART KIT	
2742200	D98	32	2	R	301	01	8.0	8.0					
TYPE BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
TXAX	317021	W	1										
- - REPAIR CYCLE													
RECD	DATE	TIME	EOC	REMOVED/OLD ITEM				INSTALLED/NEW ITEM					
IN WORK	96152	1300		FSCM	SERIAL NUMBER				FSCM	SERIAL NUMBER			
COMP	96152	1300		99207	OK2211				99207	OK2232			
AWAITING MAINTENANCE HRS	96153	1200		DATE				DATE					
				PART NUMBER	REMOVED				PART NUMBER				
				6027T11G04	96152				6027T11G04				
				TIME/CYCLES	C0395				TIME/CYCLES	C0001			
MAINTENANCE/SUPPLY REC				TIME/CYCLES					TIME/CYCLES				
STATUS DATE TIME EOC				TIME/CYCLES					TIME/CYCLES				
M3	96152	1300		DISCREPANCY HPC COMPRESSOR ROTOR				PILOT/INITIATOR					
WP	96152	1300		SUBASSEMBLY DAMAGED				AD3 DEAN					
IW	96152	1700											
IW	96153	0800											
JC	96153	1200		CORRECTIVE ACTION R & R'D HPC COMPRESSOR ROTOR ASSY									
=====													
CORRECTED BY										INSPECTED BY		SUPERVISOR	
NNMORSE										AFSMITH		AFSMITH	
MAINT CONTROL													
IBMOSHER													
JOB CONTROL NUMBER										WORK CENTER		INSPT	
ORG DAY SER SUF										STATUS JCN		PRI TURN-IN DDSN	
PE4150C02A										41U		3	
SYSTEM/REASON										MCN			
ROTOR ASSY										SWP4826			

Figure 9-124: Removal/Replacement of a Repairable Sub-Subassembly from a Module

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
2742200					301										

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
TXAX	317021	W		1											

REPAIR CYCLE

RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER
IN WORK	96152	1700		99207	OK2211				

COMP	DATE	TIME	EOC	REMOVED	DATE
AWAITING MAINTENANCE HRS				6027T11G04	96152

MAINTENANCE/SUPPLY REC	TIME/CYCLES	C0395	TIME/CYCLES
STATUS	DATE	TIME	EOC

STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
A1	96152	1700					

DISCREPANCY	HPC COMPRESSOR ROTOR	PILOT/INITIATOR
SUBASSEMBLY DAMAGED		AD3 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF							

PE4150C02A				6152DZ38		ROTOR ASSY	SWP4826
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Figure 9-125: Turn-In of a Repairable Sub-Subassembly from a Module



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
LONDON/STANLEY	1 D9841U3 ICC	96150	8.0					

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
0300200	D89	11	2	0	000	00	8.0	4.0								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
TXAA	310021	O		J											

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96150	0900						
COMP	96150	1300						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER		

MAINTENANCE/SUPPLY REC			TIME/CYCLES			TIME/CYCLES		
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	
M3	96150	0900						
IW	96150	0900		DISCREPANCY	COMPLY WITH MRC's 6, 9, 13, AND 15	PILOT/INITIATOR		
JC	96150	1300				CPL STEELE		

CORRECTIVE ACTION COMPLETED CARDS 6, 9, 13 AND 15

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHLONDON		ICCOLVIN		ICCOLVIN		IBMERCER		RFI	BCM

JOB CONTROL NUMBER			WORK CENTER		INSPT		SYSTEM/REASON		MCN
ORG	DAY	SER	SUF	STATUS	JCN	PRI	TURN-IN	DDSN	MCN
PE	4	150	C00		41U	3		310021 LOOK	SWP4826

Figure 9-127: Major Modular Engine Inspection (Look Phase Supporting Work Center)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
TRACY/WILLIS	1 D984503 IMJ	96154	4.0	96154	0800	8	101.0	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID									
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO RV	AM	PART	KIT
0300200	D98	11	2	0	000	00	4.0	2.0							

TYPE	BU/SER												
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
TXAA	310021	O	J										

REPAIR CYCLE

RECD	DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
				FSCM SERIAL NUMBER	FSCM SERIAL NUMBER
IN WORK	96154	1300			
COMP	96154	1500			

AWAITING MAINTENANCE HRS	PART NUMBER	DATE REMOVED	PART NUMBER
M8			
101.0			

MAINTENANCE/SUPPLY REC				TIME/CYCLES	TIME/CYCLES
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES
M8	96150	0800			
IW	96154	1300			
JC	96154	1500			

DISCREPANCY	COMPLY WITH MRC's 16 AND 17	PILOT/INITIATOR
JC	96154 1500	CPL STEELE

CORRECTIVE ACTION COMPLETED CARDS 16 AND 17

ENGINE RAN GOOD. TEST CELL TIME 1.9 HOURS

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
JHWILLIS	KRDEVALL	IMJONES	IBMERCER	RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDS	SYSTEM/REASON	MCN
PE 4 1 5 0 C 0 0	450		C00	3			310021 RUN	SWP4826

Figure 9-128: Major Modular Engine Inspection (Look Phase Supporting Work Center) (Engine Test Cell Run)





N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X

AJSTYLES

ACCUMULATED WORK HOURS					MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	
BALL	1 D9841U3 RIP	96151	4.0					
BOX	1 D9841U5 RIP	96153	4.0					

LOCAL USE

REFERENCE

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
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FSCM	99207			PART NUMBER		6046T12G01	00001	ZQ9	03	96151	6151D279	96153
------	-------	--	--	-------------	--	------------	-------	-----	----	-------	----------	-------

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

FSCM				PART NUMBER								
------	--	--	--	-------------	--	--	--	--	--	--	--	--

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID											
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT	
27420	D98	23	2	R	780	01	8.0	8.0									
TYPE	BU/SER																
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD			
TXAA	310021	M	2														

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96151	0800		99207	317021	99207	317033	
COMP	96153	1200						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE REMOVED	PART NUMBER		
				6046T12G01	96151	6046T12G01		
				TIME/CYCLES	C1787	TIME/CYCLES	C0001	
MAINTENANCE/SUPPLY REC				TIME/CYCLES		TIME/CYCLES		
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		
M3	96151	0800						
IW	96151	0800		DISCREPANCY	HPC MODULE IS WARPED		PILOT/INITIATOR	
WP	96151	1200					AD1 DEAN	
IW	96153	0800						
JC	96153	1200		CORRECTIVE ACTION	R & R'd HPC MODULE			

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF	QA
REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ	REQ
JHBALL		ACFLETCHER		RIPOWELL		IBMOSHER		RFI	BCM
JOB CONTROL NUMBER		WORK CENTER		INSPT JCN		SYSTEM/REASON		MCN	
ORG DAY SER SUF		41U		3		R/R HPC MOD		SWP4826	
PE4150C02									

Figure 9-130: Major Engine Inspection (Fix Phase Module Replacement)

**9-240**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME REASON HOURS
HURD	1 D9841U10 TLR	96152	1.0		

LOCAL USE

REFERENCE

INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC
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FSCM	99207	PART NUMBER	4064T97G03			00001	ZQ9	03	96152	6152D222	96152
------	-------	-------------	------------	--	--	-------	-----	----	-------	----------	-------

FSCM	PART NUMBER
------	-------------

FSCM	PART NUMBER
------	-------------

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27473	D98	23	2	R	381	01	1.0	1.0								

TYPE	BU/SER	W/D		T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
EQUIP	NUMBER														
TXAA	310021	M		2											

REPAIR CYCLE		DATE	TIME	EOC	REMOVED/OLD	ITEM	INSTALLED/NEW	ITEM
RECD	96152	0800			FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER
IN WORK	96152	0800			99207	500166	99207	500148
COMP	96152	0900						
AWAITING MAINTENANCE HRS					PART NUMBER	DATE REMOVED	PART NUMBER	
					4064T97G03	96152	4064T97G03	

MAINTENANCE/SUPPLY REC				TIME/CYCLES	C1287	TIME/CYCLES	C0725
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES	
M3	96152	0800					
IW	96152	0800					
JC	96152	0900					

DISCREPANCY	MAIN FUEL PUMP LEAKING	PILOT/INITIATOR
		AD3 DEAN

CORRECTIVE ACTION R &amp; R'd FUEL PUMP

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
JHHURD	TLRAY	TLRAY	IBMOSHER	RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	41U			3			FUEL PUMP	SWP4826
PE4150C03								

Figure 9-132: Major Engine Inspection (Fix Phase Repairable Component Replacement)

[illegible]

**Figure 9-133: Major Engine Inspection (Fix Phase Component Turn-In)**

N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X X BNPOWELL									
VIDS/MAF OPNAV 4790/60 (REV 2-82)																			
=====										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT										TOOLBOX/INT DATE HOURS DATE TIME REASON HOURS									
LOCAL USE																			
-----																			
REFERENCE																			
=====										=====									
										FAILED / REQUIRED MATERIAL									
INDEX										F/P AWP A/T MAL REF SYMBOL QTY PROJ PRI DATE ORD REQ NO DATE REC									
FSCM										PART NUMBER									
FSCM										PART NUMBER									
FSCM										PART NUMBER									
WORK ACT										MAL TECHNICAL DIRECTIVE ID									
UNIT CD ORG TRANS M/L A/T CODE I/P HOURS EMT INT CODE BASIC NO RV AM PART KIT																			
0300200 D98 31 2 0 000 01 0.0 0.0																			
TYPE BU/SER																			
EQUIP NUMBER W/D T/M POSIT FID SFTY/EI METER SE FSCM TECH INV CD PERM CD																			
TXAA 310021 O J																			
- - REPAIR CYCLE																			
DATE TIME EOC										REMOVED/OLD ITEM INSTALLED/NEW ITEM									
RECD 96150 0800										FSCM SERIAL NUMBER FSCM SERIAL NUMBER									
IN WORK 96150 0800										TXAA1 310021									
COMP 96154 1600																			
AWAITING MAINTENANCE HRS										DATE REMOVED PART NUMBER									
										96150									
										TIME/CYCLES E2345 TIME/CYCLES									
MAINTENANCE/SUPPLY REC										TIME/CYCLES									
STATUS DATE TIME EOC										TIME/CYCLES									
M3 96150 0800																			
IW 96150 0800										DISCREPANCY PERFORM 200 HR MAJOR INSP PILOT/INITIATOR									
M3 96150 1600																			
IW 96154 0800										AZ2 SMITH									
JC 96154 1600																			
										CORRECTIVE ACTION COMPLETED 200 HR MAJOR INSP									
=====										=====									
CORRECTED BY										INSPECTED BY									
JHMEYERS										RALOFTIS									
										SUPERVISOR									
										RALOFTIS									
										MAINT CONTROL									
										ECMERCER									
										CF QA									
										REQ REQ									
										X									
										RFI BCM									
-----										-----									
JOB CONTROL NUMBER										WORK INSP									
ORG DAY SER SUF CENTER STATUS JCN PRI TURN-IN DDSN SYSTEM/REASON MCN																			
PE4150C00 41U 3 6150G243 310021 MOM SWP4826																			

**Figure 9-134: Completed Major Inspection Control Document (Modular Engine Turned-In Solely for Major Inspection)**

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE  
NONE LOGS REC

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS	

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL		TECHNICAL DIRECTIVE ID												
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27420										02	0022		A			A1

TYPE	BU/SER															
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD		
TXAX	317045															

REPAIR CYCLE

DATE	TIME	EOC	REMOVED/OLD ITEM	INSTALLED/NEW ITEM
RECD			FSCM SERIAL NUMBER	FSCM SERIAL NUMBER

IN WORK	DATE	TIME	EOC	PART NUMBER	REMOVED	PART NUMBER
COMP						
AWAITING MAINTENANCE HRS						

MAINTENANCE/SUPPLY REC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
STATUS	DATE	TIME	EOC	TIME/CYCLES

DISCREPANCY	COMPLY WITH F404 PPC #22 REV A	PILOT/INITIATOR
PSSN 310026		AZ2 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
				RFI	BCM

JOB CONTROL NUMBER	WORK CENTER	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF						PPC 22 REV A	SWP4826
PE 4104110							

Figure 9-135: O-Level Activity Request for a Modular Engine TD Compliance by I-Level Activity

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X

ACCUMULATED WORK HOURS				MAN	ACCUMULATED	AWM	HOURS
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27420	D98	41	2							02	0022		A			A1

TYPE	BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV	CD	PERM	CD
TXAX	317045													

REPAIR CYCLE

RECD	DATE	TIME	EOC	REMOVED/OLD	ITEM	INSTALLED/NEW	ITEM
				FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER

IN WORK

COMP

AWAITING MAINTENANCE HRS PART NUMBER DATE REMOVED PART NUMBER

M3

0.0

TIME/CYCLES TIME/CYCLES TIME/CYCLES

MAINTENANCE/SUPPLY REC TIME/CYCLES TIME/CYCLES

STATUS DATE TIME EOC TIME/CYCLES TIME/CYCLES

M3 96104 0800 DISCREPANCY COMPLY WITH F404 PPC #22 REV A PILOT/INITIATOR

PSSN 310026 AZ2 SMITH

CORRECTIVE ACTION

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
--------------	--------------	------------	---------------	--------	--------

RFI BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF	41U	UP		3			PPC 22 REV A	SWP4826
PE 4104110								

Figure 9-136: Production Control Entries (O-Level Activity Request for TD Compliance)



N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X TNBOLYARD

ACCUMULATED WORK HOURS				MAN , ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
DAVIS	1 D9841U11 THT	96104	1.5				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK ACT		MAL				TECHNICAL DIRECTIVE ID							
UNIT CD	ORG TRANS	M/L	A/T	CODE I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART	KIT	
27420	D98 41	2	C	01	1.5	1.5		02	0022	A		A1	
TYPE BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
TXAX	317045												

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	FSCM	SERIAL	NUMBER		
IN WORK	96104	0800									
COMP	96104	0930									
AWAITING MAINTENANCE HRS				PART NUMBER				DATE REMOVED			
				TIME/CYCLES				TIME/CYCLES			
MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS DATE TIME EOC				TIME/CYCLES				TIME/CYCLES			
M3	96104	0800		DISCREPANCY COMPLY WITH F404 PPC #22 REV A				PILOT/INITIATOR			
IW	96104	0800									
JC	96104	0930		PSSN 310026				AMCS KOVICH			

CORRECTED BY				INSPECTED BY				SUPERVISOR				MAINT CONTROL				CF	QA
JHDAVIS				IMJONES				JBLOWE				MTMCKEEN				RFI	BCM

JOB CONTROL NUMBER				WORK CENTER				INSPT				SYSTEM/REASON				MCN
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDS	SYSTEM/REASON	MCN					
P	E	4	1	0	4	1	1	0		PPC 22 REV A	SWP4826					

Figure 9-137: Completed TD Compliance (Applies to a Module With No Module or Repairable Component P/N Change)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X AJSTYLES

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
WILCOX	1 D9841U3 RIC	96104	1.5				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM PART NUMBER

FSCM PART NUMBER

FSCM PART NUMBER

WORK	ACT	MAL				TECHNICAL DIRECTIVE ID										
UNIT CD	ORG	TRANS	M/L	A/T	CODE	I/P	HOURS	EMT	INT	CODE	BASIC	NO	RV	AM	PART	KIT
27420	D98	47	2	C		01	1.5	0.5		02	0106					01

TYPE	BU/SER											
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD
TXAX	312021											

REPAIR CYCLE			REMOVED/OLD ITEM			INSTALLED/NEW ITEM		
RECD	DATE	TIME	EOC	FSCM	SERIAL NUMBER	FSCM	SERIAL NUMBER	
IN WORK	96104	0800		99207	312021	99207	312021	
COMP	96104	0930						
AWAITING MAINTENANCE HRS				PART NUMBER	DATE	PART NUMBER		
				6046T11G01	96104	6046T11G01-1		

MAINTENANCE/SUPPLY REC				TIME/CYCLES		E1421		TIME/CYCLES		E1421	
STATUS	DATE	TIME	EOC	TIME/CYCLES		TIME/CYCLES		TIME/CYCLES		TIME/CYCLES	
M3	96104	0800									

IW	96104	0800		DISCREPANCY	COMPLY WITH PPC #06	PPSN 310026	PILOT/INITIATOR
JC	96104	0930					AZ3 SMITH

CORRECTIVE ACTION COMPLIED WITH PPC #106

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL	CF REQ	QA REQ
ABWILCOX	GSMURRY	RICLAUSEN	IBMERCER	X	BCM

JOB CONTROL NUMBER	WORK CENTER	STATUS	INSPT JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN
ORG DAY SER SUF P E 4 1 0 4 1 1 0	41U	UP		3			PPC106	SWP4826

Figure 9-138: TD Compliance (Applies to a Module With P/N Change)

[illegible]

### Figure 9-139: TD Compliance (Applies to a Component Within A Module)

N2R22502

MCN

SWP4826

VIDS/MAF OPNAV 4790/60 (REV 2-82)

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC

X X JWABBOTT

ACCUMULATED WORK HOURS				MAN	ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOLBOX/INT	DATE	HOURS	DATE	TIME	REASON	HOURS
POWELL	1 D9841U3 KLD	96110	3.0				

LOCAL USE

REFERENCE

FAILED / REQUIRED MATERIAL												
INDEX	F/P	AWP	A/T	MAL	REF	SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FSCM	77200	PART NUMBER	70065OL88	00001	AK0	03	96110	6110G124	96110			
------	-------	-------------	-----------	-------	-----	----	-------	----------	-------	--	--	--

FSCM	PART NUMBER											
------	-------------	--	--	--	--	--	--	--	--	--	--	--

FSCM	PART NUMBER											
------	-------------	--	--	--	--	--	--	--	--	--	--	--

WORK ACT		MAL		TECHNICAL DIRECTIVE ID									
UNIT CD	ORG TRANS	M/L	A/T	CODE I/P	HOURS	EMT	INT	CODE BASIC	NO RV	AM	PART	KIT	
23561	D98 18	2	T	813 01	3.0	3.0							
TYPE BU/SER													
EQUIP	NUMBER	W/D	T/M	POSIT	FID	SFTY/EI	METER	SE	FSCM	TECH	INV CD	PERM CD	
JHDX	661091	O	B										

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECD	DATE	TIME	EOC	FSCM	SERIAL	NUMBER	DATE	FSCM	SERIAL	NUMBER	
IN WORK	96110	0800		77200	38407			77200	35719		
COMP	96110	1100									
AWAITING MAINTENANCE HRS				PART NUMBER			DATE	PART NUMBER			
				70065OL88			96110	70065OL88			

MAINTENANCE/SUPPLY REC				TIME/CYCLES				TIME/CYCLES			
STATUS	DATE	TIME	EOC	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES	TIME/CYCLES
M3	96110	0800									
IW	96110	0800									
JC	96110	1100									

DISCREPANCY				CANNIBALIZATION OF MAIN FUEL				PILOT/INITIATOR			
CONTROL FROM ENG 661091 FOR SQD NMCS				REQ 6110-G124 VA-35				AFCM ROBINSON			
CORRECTIVE ACTION R & R'd FUEL CONTROL AS DIRECTED											

CORRECTED BY		INSPECTED BY		SUPERVISOR		MAINT CONTROL		CF REQ		QA REQ	
BNPOWELL		MFBARBOUR		JJONES		IBMERCER		RFI		BCM	

JOB CONTROL NUMBER				WORK CENTER		INSPT		PRI		TURN-IN		DDSN		SYSTEM/REASON		MCN	
ORG	DAY	SER	SUF	CENTER	STATUS	JCN	PRI	TURN-IN	DDSN	SYSTEM/REASON	MCN	SYSTEM/REASON	MCN	SYSTEM/REASON	MCN	SYSTEM/REASON	MCN
D	8	8	1	1	0	1	2	4		41A		1			F/CONT CANN	SWP4826	

Figure 9-140: Engine or Module Cannibalization (For a Supported Activity)

N2R22502										ENTRIES REQUIRED SIGNATURE									
MCN										NONE LOGS REC									
SWP4826										X X AZ3 HAVENS									
VIDS/MAF OPNAV 4790/60 (REV 2-82)																			
=====										=====									
ACCUMULATED WORK HOURS										MAN ACCUMULATED AWM HOURS									
NAME/SHIFT TOOLBOX/INT DATE HOURS DATE TIME REASON HOURS																			
ROY 1 GQ281A-1 KD 96350 1.0																			
LOCAL USE																			
-----																			
REFERENCE																			
=====																			
INDEX F/P AWP A/T MAL REF SYMBOL QTY PROJ PRI DATE ORD REQ NO DATE REC																			
FSCM PART NUMBER																			
FSCM PART NUMBER																			
FSCM PART NUMBER																			
WORK ACT MAL TECHNICAL DIRECTIVE ID																			
UNIT CD ORG TRANS M/L A/T CODE I/P HOURS EMT INT CODE BASIC NO RV AM PART KIT																			
97A1J GQ2 18 2 R 804 01 1.0 1.0																			
TYPE BU/SER																			
EQUIP NUMBER W/D T/M POSIT FID SFTY/EI METER SE FSCM TECH INV CD PERM CD																			
YPAA 000159 O B																			
- - REPAIR CYCLE - -																			
DATE TIME EOC REMOVED/OLD ITEM INSTALLED/NEW ITEM																			
RECD 96350 0830 FSCM SERIAL NUMBER FSCM SERIAL NUMBER																			
IN WORK 96350 0830 30003 7328 30003 2352																			
COMP 96350 0930																			
DATE																			
AWAITING MAINTENANCE HRS PART NUMBER REMOVED PART NUMBER																			
1H86L001001 96350 1H90B008001																			
TIME/CYCLES H0492 TIME/CYCLES H1295																			
MAINTENANCE/SUPPLY REC TIME/CYCLES TIME/CYCLES																			
STATUS DATE TIME EOC TIME/CYCLES TIME/CYCLES																			
M3 96350 0830																			
IW 96350 0830 DISCREPANCY REPLACE M284 DELAY CARTRIDGE PILOT/INITIATOR																			
JC 96350 0930 DUE TO HIGH TIME REQUIREMENT AESC CREWS																			
CORRECTIVE ACTION REMOVED AND REPLACED M248																			
NOMEN: DELAY CARTRIDGE P/N 2519704 LOC: PARACHUTE ASSY																			
MFG: 02900 OPEN: 1295 INST: 1295 EXP 0497																			
=====																			
CORRECTED BY INSPECTED BY SUPERVISOR MAINT CONTROL																			
AMEAN ROY AME2 ABBOTT AME1 DRAKE AFCEM ROBINSON																			
CF QA																			
REQ REQ																			
RFI BCM																			
=====																			
JOB CONTROL NUMBER WORK INSPT																			
ORG DAY SER SUF CENTER STATUS JCN PRI TURN-IN DDSN SYSTEM/REASON MCN																			
GQ2091481 81A DOWN 3 M284 SWP4826																			

**Figure 9-141: Removal and Replacement of Cartridges, Cartridge Activated Devices, and Propellant Actuated Devices (Intermediate Level Maintenance)**

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**(R)**

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## CHAPTER 10 - NTCSS Optimized OMA NALCOMIS Data Collection System

### 10.1 Introduction

a. Purpose. NTCSS Optimized OMA NALCOMIS was developed as part of ADW and provides data input through local data collection and the ability to extract data for the efficient and economical maintenance management.

b. Scope. ADW is sponsored by the CNO (N781), administered through the operating chain of command, and provides global distribution of information throughout DOD. Technical support is provided by SPAWARSSYSCEN Norfolk, VA and COMNAVAIRSYSCOM (AIR-3.3.4).

(1) ADW is a MIS designed to provide statistical data for use at all management levels relative to:

- (a) Equipment maintainability and reliability.
- (b) Equipment configuration, including alteration and TD status.
- (c) Equipment mission capability and use.
- (d) Material usage.
- (e) Material non-availability.
- (f) Maintenance and material processing times.
- (g) Weapon system and maintenance material costing.

(2) It is CNO policy that data users will collect data at the source, only once. Redundant data collection and reporting will be eliminated. NTCSS Optimized OMA NALCOMIS shall be used as the only means of collecting source data in support of the information areas outlined above.

(3) Unless specifically directed by COMNAVAIRFOR, compliance with procedures in this chapter is mandatory for all Navy and Marine Corps aviation activities and Cognizance Symbol 2O aviation training device activities.

(4) Subordinate operating or systems commands are not authorized to impose additional maintenance data collection requirements on fleet activities or modify the procedures in this chapter without prior approval of COMNAVAIRFOR.

(5) Command Responsibility. NTCSS Optimized OMA NALCOMIS provides a valuable tool for use by maintenance management. To achieve its designed purpose, NTCSS Optimized OMA NALCOMIS requires command attention, support, and use. The Work Center Supervisor and CDI must understand proper procedures for using NTCSS Optimized OMA NALCOMIS and information obtained from electronic reports. The Work Center Supervisor must assure complete and accurate documentation and ensure work center personnel are properly trained. The input will be used to provide management products for use by the highest levels of Navy and Marine Corps management.



## 10.2 Program Manager

The SPAWARSCEN (PMW-151) NTCSS Program Manager will coordinate with the Functional Manager, COMNAVAIRSYSCOM (AIR-3.3.4), to ensure aviation functional requirements are incorporated into the NTCSS system requirements. Functional specifications and requirements will remain valid until COMNAVAIRSYSCOM (AIR-3.3.4) functional manager approves appropriate changes. The Program Manager:

- a. Reviews functional course curricula for incorporation in NTCSS technical training and prepares a functional annex inclusion in the NTCSS SNTP.
- b. Develops detailed functional descriptions and solutions to requirements with the assistance of user groups or Fleet Design Team.
- c. Coordinates change proposals with the TYCOMs for submission to the NTCSS Requirements Integrated Product Team.

## 10.3 Functional Manager

COMNAVAIRSYSCOM (AIR-3.3.4), the Functional Manager for aviation maintenance and logistics information systems, performs the following in relation to NTCSS Optimized OMA NALCOMIS:

- a. Prepares system and subsystem specifications for NTCSS Optimized OMA NALCOMIS.
- b. Establishes and maintains organizational structures and procedures, such as user group and Fleet Design Team conferences, to ensure full and active user community participation in the definition, review, and certification of functional requirements in all aspects of module development and maintenance.
- c. Prepares test plans and test analysis reports to support the functional certification of the NTCSS functional software modules and certifies functional adequacy of cognizant modules in acceptance tests.
- d. Ensures the NTCSS Optimized OMA NALCOMIS maintenance systems requirement documents are kept current and reflect proper justification for policies and improved business procedures and tracks changes to ensure benefits are achieved.
- e. Coordinates with the Office of the CMC to ensure Marine Corps peculiar expeditionary/operational functional requirements are met.
- f. Acts as voting member of the NTCSS requirements integrated product team.
- g. Standardizes NALCOMIS functionality for both O-level and I-level maintenance activities.
- h. Establishes criteria to ensure data validity is achieved at initial data entry and maintained throughout the system.

## 10.4 Central Design Activity

SPAWARSCEN Norfolk, VA, as the CDA, is responsible for generating source and object programs and QA testing of programs prior to fleet release. Programs and operating instructions, tailored to the capabilities of the individual hardware suites, are issued to the NDCSC, squadrons, AIMDs, and NAVAIRDEPOTs.

## 10.5 Aviation Data Warehouse

a. **ADW** is maintained by **COMNAVAIRSYSCOM** (AIR-3.3.4) and receives data from the **NALCOMIS** Data Collection System.

b. **NALCOMIS** Data Collection System consists of the **Foundation Tier**, **Mid Tier**, **Top Tier**, and **Wholesale Foundation Tier** (Figure 10-1).

(1) **Foundation Tier**. This tier is located at **O-level, I-level, and D-level maintenance** activities and consists of the following modules:

(a) **Maintenance Subsystem**. This subsystem enables authorized maintenance personnel to document scheduled and unscheduled maintenance against aircraft and other end items assigned to the activity. The maintenance subsystem provides a list of parts and enables personnel to issue **WOs** to fix discrepancies. It provides the capability to track tools and personnel. It also enables personnel to update or query **WOs**, to requisition parts, and to sign off scheduled and unscheduled maintenance and material requirements.

(b) **Material Subsystem**. This subsystem enables authorized maintenance personnel to track components on order against an activity's aircraft or other end items. It provides material control processing interface between **NTCSS** Optimized **OMA NALCOMIS** and supply centers (**NTCSS** Optimized **IMA NALCOMIS**). The information enables management to:

- 1) Relate material issues/turn-ins to **weapon systems** and components by activity and maintenance level.
- 2) Advise higher commands of material expenditures in support of maintenance.
- 3) Determine weapon system support costs at O-level, I-level, and D-level.

(c) **Flight Subsystem**. This subsystem enables authorized users to collect and process flight-related data. This includes export and import of aircrew personnel flight data interface with Sierra Hotel Advanced Readiness Program/Flight Information Schedule and Tracking capable activities. The flight hours annotated on a flight document directly affect the Maintenance Subsystem and the Configuration Management Subsystem. It is important authorized users enter correct flight data in a timely manner.

(d) **Platform software interface (SMART Aircraft Module)**. This module permits transfer of information from systems onboard **SMART** aircraft directly into **NTCSS** Optimized **OMA NALCOMIS**. It has the capability to strip data from **SMART** aircraft and separate it by flight. The Flight Module processes this information before up-line submission. This data includes structure fatigue information, strain gauge data, engine **LUI** and diagnostics data, engine management system data, flight control system data, position data, avionics system data, fault codes, and component life time/cycle data. The module provides a pilot/maintainer debrief capability with fully integrated **IETM**, an engine/aircraft diagnostics/prognostics capability, **PEDD** support, and automatic identification technologies.

(e) **CM/Logs and Records Subsystem**. Enables authorized users to maintain configuration profiles for aircraft, engines, propellers, modules, and components assigned to the maintenance activity. Configuration profiles are found in the following explorers or catalogs:

- 1) **WAN** Explorer.
- 2) Group Explorer.

- 3) Inventory Explorer.
- 4) Log-set Retrieval.
- 5) Assembly Catalog and Assembly Explorer (accessed from the Assembly Catalog).
- 6) Parts Catalog.
- 7) [DODIC](#) Catalog.
- 8) Reference Term Editor.
- 9) Maintenance Plan Catalog.
- 10) Configuration Management Report Generator.
- 11) XRAY Explorer.

**NOTE:** The [OMA-UG](#)/Online Help provides detailed information of the records and hot link definitions functionality.

(f) AD HOC Subsystem. Enables authorized users to create customized queries from the application data base tables. The user can establish criteria for the data elements, perform calculations, sort and group items, manually create graphs, specify print formats, and perform analysis on data currently maintained in the data base. This utility assists maintenance managers in asset management and helps reduce man-hours expended in the manual processing of available data.

**NOTE:** Data retrieved only reflects information applicable to equipment in physical custody of the reporting custodian.

(g) Personnel Subsystem. This subsystem enables authorized users to access personnel information, [SMQs](#) and task tables. Users can add or remove personnel, assign or remove [SMQs](#), and make [work center](#) personnel assignments. It also provides the capability to view aircrew data.

(2) Mid Tier. This tier provides the link for passing data from the Foundation Tier to the Top Tier and receives data from baseline servers. It also provides temporary storage for data when connectivity to the Top Tier is lost.

**NOTE:** When an activity is required to shift from one Mid Tier to another, the relocating activity shall change Internet Protocol address. The Optimized OMA System and DataBase Administration Guide contains detailed information.

(3) Top Tier. This tier provides intermediate storage for data and the up-line link to the COMNAVAIRSYSCOM (AIR-3.3.4) ADW repository.

(4) Wholesale Foundation Tier. This tier provides a storage data base and query capability to support movement of components from I-level to D-level or to vendors and their return to the retail system. It also provides data storage for stricken aircraft and NALCOMIS aircraft transferred to non-NALCOMIS activities.

## 10.6 Data Accuracy

a. Accurate documentation must be a continuous concern throughout [NTCSS](#) Optimized [OMA](#) [NALCOMIS](#). The [SA/A](#) must ensure discrepancies are documented via [SMTS](#), [BTR](#), or a change proposal to the aviation 3M MDS VALSPEC Guide (A7257-01) (<http://logistics.navair.navy.mil>).

- (1) Higher level Navy managers use this data to:
  - (a) Analyze high system failures and high man-hour consumers by specific [weapon system](#).
  - (b) Identify desirable product improvements.
  - (c) Analyze inspection requirements as a basis for adjusting inspection criteria and intervals.
  - (d) Adjust component scheduled removal intervals.
  - (e) Improve [I-level](#) repair capabilities.
  - (f) Identify failed items under warranty.
  - (g) Establish realistic manning factors.
  - (h) Determine and justify the need for modifications and engineering changes.
  - (i) Establish equipment reliability factors.
  - (j) Determine tooling and equipment requirements.
  - (k) Predict probable failures through trend analysis.
  - (l) Determine the status of compliance with mission readiness type [TDs](#).
  - (m) Monitor aircraft readiness trends in support of Congressional and Joint Service initiatives.

(2) At the local level, summaries of this data will assist in identifying (with documented evidence) the following:

- (a) High man-hour per operating hour equipment (by [SERNO](#) or type equipment).
- (b) Man-hours lost to cannibalization and removal of items to [FOM](#).
- (c) Areas with skill or training deficiencies.
- (d) Efficient or inefficient use of available manpower.
- (e) Items with high failure rates.
- (f) Inadequate troubleshooting.
- (g) Reasons for ground and in-flight aborts.
- (h) High usage items.
- (i) Status of TD compliance.
- (j) Warranted item failure and subsequent repair.

b. Data Validation. The aviation 3M MDS VALSPEC Guide (A7257-01) (<http://logistics.navair.navy.mil>) is the CDA's software development document for ensuring valid data. Entries are validated against these specifications at point of entry.

## 10.7 Data Codes

a. Codes already available, both within the Navy or in other services, have been adopted and used in NTCSS Optimized OMA NALCOMIS (as applicable). Some codes prescribed, such as work center codes, have been given limited structuring and have flexibility to allow additional structuring to meet local management needs. Additional codes, used in combination with other information, form identifiers for control and other purposes. For example, a combination of the organization code, Julian date, and a nonsignificant locally assigned sequence number is used to generate a JCN. A list of NTCSS Optimized OMA NALCOMIS codes is in Chapter 2, Figure 2-6.

b. Stability and Control of Codes. Codes contained in this instruction are for Navy-wide use and may not be altered locally. SPAWARSYSCEN Norfolk, VA, is authorized to control the codes used in NTCSS Optimized OMA NALCOMIS, with the exception of aircraft status codes (OPNAVINST 5442.2), TMR codes (OPNAVINST 3710.7), EOC codes (OPNAVINST 5442.4), and WUCs. WUCs are controlled by NATEC under COMNAVAIRSYSCOM cognizance.

c. SMART Aircraft Codes. These codes, normally known as usage parameters, are generated and controlled by COMNAVAIRSYSCOM PMAs for downloading from an MU to NTCSS Optimized OMA NALCOMIS.

## 10.8 Maintenance Information System Queries and Reports

The aircraft VED is the starting point for all aircraft maintenance related reports/queries. This screen is displayed when users are in the maintenance module within the NTCSS Optimized OMA NALCOMIS application.

### 10.8.1 Active Work Order Query

a. The Active Work Order Query will display a list of all WOs retrieved against an aircraft, SE, ALSS, MME, or uninstalled equipment item selected from a VED window. WOs listed on this window have MCNs and JCNs assigned, with the exception of the ORG, the user can clear the fields and select criteria to retrieve specific WOs. The user may select WOs to view; update; order material; assign aircraft, SE, ALSS, or MME items for cannibalization authority; or complete.

b. All VED entries are color-coded to easily identify status.

(1) Red - NMC.

(2) Blue - PMC.

(3) Black - FMC.

**NOTE:** OMA-UG/Online Help provides additional information.

### 10.8.2 Historical Work Order Query

Historical WOs are completed maintenance actions that are part of the history files. They enable the user to enter criteria and view details on selected historical WOs.

**NOTE:** OMA-UG/Online Help provides additional information.

### 10.8.3 Aircraft Daily Status Report

a. Selecting the Aircraft Daily Status Report enables the user to generate reports containing data on each **BUNO** assigned to the organization. The date defaults to the current date to ensure that users are viewing or generating the current data. The dates can be modified to view the number of flight hours and number of sorties completed during a specified date range.

b. This report displays data on the current status of aircraft assigned to the activity. It contains the dates of last flights, total outstanding **NMC/PMC WOs** with their status, assigned **work centers**, and material requisitions (with assigned **DDSNs**).

### 10.8.4 Work Center Workload Report

a. The Work Center Workload Report can be generated from any **VED** and reflects all outstanding **WOs**, based on criteria the user selects, against aircraft or nonaircraft. Outstanding **WOs** include those with **JC** status awaiting Maintenance Control approval.

b. This report is an excellent tool for the **Work Center Supervisor** to manage **work center** workload and should be printed prior to each shift for contingency operation. By keeping notes, updating status, and annotating this report, the Work Center Supervisor has the ability to set work load priorities should the system experience a down period.

### 10.8.5 Aircraft/Equipment Workload Report

The Aircraft/Equipment Workload Report can be generated from any **VED** and should be printed prior to each shift for contingency operation. The Aircraft/Equipment Workload dialog box enables the user to generate a listing of all active **WOs** for all or a specific aircraft, **SE**, **ALSS**, or **MME**.

### 10.8.6 Aircraft Material Status Report

The Aircraft Material Status Report is only generated from the Aircraft **VED**. The Aircraft Material Status dialog box enables the user to generate a listing for all or a specific aircraft material requisitions, their types, status, sort, and application. The report may include all or a selected **work center**.

### 10.8.7 Inspection by Assembly Code Report

The Inspection by **Assy Cd** Report can be generated from any **VED**. The Inspections by Assy Cd dialog box enables the user to generate a list of inspections that have been established for a specific aircraft, **SE**, **ALSS**, or **MME** Assy Cd. It shows the interval codes, inspection names, and intervals derived from the aircraft's **MRCs**.

### 10.8.8 Scheduled Inspections Report

The Scheduled Inspections Report can be generated from any **VED**. The Scheduled Inspections dialog box enables the user to generate a list of scheduled inspections for all or specific aircraft, **SE**, **ALSS**, or **MME**. The report displays information on the inspection, its interval code, interval, description, due time/date, and how much time remains on a given inspection.

### 10.8.9 Work Order Audit Trail Report

The Work Order Audit Trail Report can be generated from any **VED**. The Work Order Audit Trail dialog box enables the user to generate an audit report containing a list of **WOs** that were deleted from the data base. It also enables the user to print the **WO** for a specific **MCN** that belongs to a specific **VED**. It contains the **MCNs** and reasons for deletion.

#### 10.8.10 Maint Reports

- a. Consolidated Performance Metrics (MAINT-1 Report) ([Chapter 3, paragraph 3.7.1](#)).
- b. Aircraft Readiness Degradation and Utilization Summary (MAINT-2 Report) ([Chapter 3, paragraph 3.7.2](#)).
- c. Subsystem Capability Impact Reporting by WUC/UNS (MAINT-3 Report) ([Chapter 3, paragraph 3.7.3](#)).
- d. Detailed Mission and Maintenance Data by Aircraft (MAINT-4 Report) ([Chapter 3, paragraph 3.7.4](#)).
- e. Maintenance Manhours (MAINT-5 Report) ([Chapter 3, paragraph 3.7.5](#)).
- f. Detailed Data Extract (MAINT-6 Report) ([Chapter 3, paragraph 3.7.6](#)).

**NOTE:** Local reports from [Foundation Tier](#) may not include detachment data or inventory corrections incorporated in up-line reporting.

#### 10.8.11 Maintenance History Report

The Maintenance History window enables selection of one or more [MODEX\(es\)](#) to generate the NALCOMIS OMA Maintenance History Report. The report reflects all WOs (active and historical) that can be retrieved to readily create special reports, for example, trend analysis, discrepancy, and corrective actions, on a given date/time frame.

### 10.9 Data Analysis

a. Purpose. Allows extraction, organization, and analysis of events requiring corrective action or merit command management attention. By this process, management is provided with facts as a basis for decision making. It is anticipated that some activities, depending on their mission or special circumstances, will require additional analysis, or analysis in greater depth. Continuous refinement of the data analysis process is essential to system improvement and is encouraged at all levels.

b. General Analysis Techniques. The various [NTCSS](#) Optimized [OMA NALCOMIS](#) reports consist of data listed or summarized in logical arrangements. To be of practical use to management, selected data must be assembled, studied, and suitably presented. The performance of these functions is called analysis.

c. Analysis Initiation. The requirements for analysis may stem from various sources and apply to a wide range of maintenance subjects. Analysis may be initiated to provide an answer to a specific problem or to study selected areas of maintenance and logistics, for example, manpower, productivity, reliability, maintainability, and readiness. An analysis based on clear, concise requirements is more likely to be meaningful and useful to the maintenance manager than one based on generalities.

d. Data Selection. Once the subject of the analysis has been identified, the analyst must determine the data needed to fulfill the requirement. Standard rules can not be applied to this phase of analysis. The analyst must choose intelligently, ensuring all facts that have a bearing on the subject are included in the analysis. The analyst must also know the data source that will best provide the required data.

**NOTE:** Data retrieved from the [Foundation Tier](#) only reflects information applicable to equipment in physical custody of the reporting custodian, therefore, care must be taken to ensure all records pertinent to the scope of analysis are selected.

e. Data Examination. This process involves the detailed study, or examination, of the accumulated data. There is no restriction as to who may conduct an analysis. In many instances it is desirable that an



analysis be completed in its entirety by a person technically qualified in the subject being analyzed, although this is not always possible. Identical results may often be obtained through teamwork. For example, personnel assigned to analysis may accumulate the required data, call in a representative from a [work center](#) to examine the data, and jointly prepare a commentary pertinent to the analysis. Likewise, a work center could accomplish many phases of the analysis, calling on the analyst only for selecting the parameters of the desired report. Regardless of who accomplishes the examination, the intent of the detailed study of the accumulated data is the same, (1) to determine if a problem actually exists, (2) to identify the factors contributing to the problem, (3) to list possible conclusions, and (4) to suggest possible alternative courses of action. Any decision or action based on the detailed study is the responsibility of maintenance managers. During the course of the examination, certain standards or other measuring criteria may be employed. Statistical formulas may also be used.

## 10.10 Maintenance Control Operating NTCSS Optimized OMA NALCOMIS

**NOTE:** Both paper logs and records and [ALSSs](#) will be documented until [NTCSS Optimized OMA NALCOMIS](#) activities receive written direction from [COMNAVAIRSYSCOM \(AIR-6.8\)](#), and approval from the [ACC/TYCOM](#). Such direction and approvals shall be on an individual command basis.

(A)

a. NTCSS Optimized OMA NALCOMIS significantly reduces the administrative burden and produces up-to-date status information necessary for the control of maintenance. Communication between Maintenance Control, [work centers](#), Quality Assurance, and Material Control is essential to ensure successful operation. Each time a change of job status occurs, the [Work Center Supervisor](#) shall immediately update the [WO](#).

b. The maintenance manager is concerned with aircraft status, operational commitments, [ALSS](#) status, [SE](#) status, [MME](#) status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an [O-level](#) activity this central point is Maintenance Control.

c. NTCSS Optimized OMA NALCOMIS is a management tool that provides essential, real-time information on a continuing basis through online [VED](#) and reports. The system correlates aircraft status information, particularly [NMCS/PMCS](#), flyable discrepancies, nonaircraft-related discrepancies, for example, [ALSS](#) status, [SE](#) status, [MME](#) status, and assigns a relative importance to each item. The ability to review the overall situation and determine the resources available enables maintenance managers to carry out their duties more effectively and efficiently.

### 10.10.1 Operating Procedures

a. Maintenance Control must be in control of maintenance to ensure successful operation. Information shall flow expeditiously among Maintenance Control, Material Control, [QA](#), and the [work center](#).

b. Maintenance Control shall:

- (1) Monitor current aircraft/equipment status within [NTCSS Optimized OMA NALCOMIS](#).
- (2) Maintain cognizance of incomplete maintenance actions.
- (3) Take actions necessary for reporting configuration, material readiness, and flight data.

(4) Brief pilots and aircrew prior to an [FCF](#) through the use of appropriate QA and work center personnel. The briefing shall describe the maintenance performed, the requirements for that particular flight, and the expected results.

c. Upon completion of the flight, the pilot/aircrew initiates a [WO](#) for each discrepancy. For discrepancies discovered by other than pilot or aircrew, the person who discovered the discrepancy will initiate the WO. In the case of [WD](#) Code O, Maintenance Control will initiate the WO. NTCSS Optimized OMA NALCOMIS prompts the user to complete required data fields during WO initiation. The [JCN](#) is



automatically assigned when the WO is approved by Maintenance Control. The Type WO Code, [Assy Cd](#), [BUNO](#), T/M, [MODEX](#), received date, and received time are prefilled. The received date and time can be changed. Work center, discrepancy, initiator, WD code, and up/partial/down status field shall be filled in prior to saving to the data base. If the status is [SCIR](#) impacted, the correct [WUC/UNS](#) must be entered and the appropriate [EOC code](#) assigned. All other fields are optional.

d. Upon reviewing WOs, Maintenance Control has the option to modify all fields of the WO except [BUNO](#), [Assy Cd](#), and [TM](#). Upon approval, the WO is automatically populated into the [AADB](#) and Work Center Workload Report.

e. When corrective action has been completed, Maintenance Control reviews, approves, or rejects the corrective action block of the WO. Upon approval of the completed WO, NTCSS Optimized OMA NALCOMIS automatically updates the AADB, where it shall remain for 10 subsequent flights following the completion date. The [ALS](#) administrator will review completed WOs to ensure ALS entries are complete.

f. When parts or materials are required, the Maintenance Control Supervisor will assign the appropriate project code and priority designator on the WO using the project/priority assignment online process. The Material Request is electronically forwarded to Material Control's online [DDSN](#) assignment process. The [DOD 4140.1-R](#) provides proper application of priority designators and [NAVSUP Publication 485](#) for project codes.

g. Repair documentation:

(1) Received. System automatically defaults to system date/time upon initiation. The initiator has the capability to modify prefilled date/time prior to Maintenance Control approval.

(2) In Work. System assigns prefilled date/time upon assignment of worker. This field is modifiable.

(3) Awaiting parts. [AWP](#) status requires an open supply requisition and the absence of In Work status. Once a part is received the default job status will be M3.

(4) Completed. The job status code of [JC](#) and date/time are automatically applied when the [CDI/QA](#) signs the Inspected by block. This field is modifiable. The computer displays the current system time as the completion date/time, but also provides a pop-up window that advises the CDI as to the earliest completion date/time that the WO can be modified to. The date and time will not be able to be backdated prior to the last job status on the WO or the date/time on the Removed/Installed records, whichever is later.

h. Maintain an AADB for each aircraft assigned. The AADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by [BUNO](#) for 10 flights. Aircrew, ground crew, and fix phase discrepancies shall be displayed in the AADB. For phase or special inspections only the control document, representing look phase actions, are displayed in the AADB. The AADB shall accurately reflect the status of pending maintenance requirements as displayed in the NTCSS Optimized OMA NALCOMIS data base. The AADB for each specific [BUNO](#) shall be screened for accuracy of completed and outstanding WOs before Maintenance Control certifies the aircraft safe for flight.

**NOTES: 1. When a special inspection is completed, the control document will be retained in the AADB until completion of the next like special inspection.**

**2. Equipment Discrepancy Books for [AMCM](#) equipment will be maintained by the AMCM Systems Maintenance Department Maintenance Control using the instructions for AADBs.**

**3. WOs will be separated by flights.**

### 10.10.2 Phase Maintenance Procedures

- a. When an aircraft is inducted into a phase inspection, Maintenance Control and the inspection supervisor shall ensure all **WOs** are properly entered into **NTCSS** Optimized **OMA NALCOMIS**, for example, **work center** change, **FCF** compliance, and **QA** required.
- b. **Cannibalization** actions will be authorized and directed by Maintenance Control.

### 10.10.3 Work Order History

Completed historical **WOs** will be stored in the local data base for a minimum of 12 months from completion date. Users have the ability to view **ADW** data for up to 5 years. Historical **WOs** are attached to aircraft/equipment by **BUNO/SERNO** and are automatically transferred with aircraft data base.

## 10.11 Work Order Documentation Procedures

The purpose of this section is to provide detailed procedures to be used in documenting maintenance actions on **WOs**. The **WO** is used to document, in addition to on-equipment maintenance actions, the removal and subsequent processing of a repairable component or item to an **IMA**.

### 10.11.1 Types of Maintenance Actions

**WOs** will be used to document the following types of maintenance actions:

- a. On-equipment work not involving removal of defective or suspected defective repairable.
- b. Look phase of acceptance, transfer, special, conditional, major aircraft and special inspections and corrosion, preservation and depreservation.
- c. Fix phase actions discovered during inspection.
- d. Removal of components for check/test/service actions.
- e. Removal and replacement actions for cannibalization.
- f. Accumulated man-hours as a result of work stoppage for parts or maintenance.
- g. Maintenance actions and man-hours by the assisting **work center** in support of a primary work center.
- h. Support of a repairable item processing through the **IMA**.
- i. Incorporation of **TDs** and associated maintenance actions.
- j. Collection of **SCIR** data.
- k. Removal and replacement of repairable components in end items.
- l. Removal or installation of components for mission configuration changes.
- m. Record of ordering and issue of repairable components, subassemblies, and parts.
- n. Troubleshooting man-hours.
- o. Accumulated man-hours on jobs not completed due to an aircraft mishap.

- p. Documentation of preservation and depreservation.
- q. Documentation of O-level and I-level functions supporting D-Level maintenance actions.

#### 10.11.2 Data Field Dictionary

a. This section describes the data elements used in documenting maintenance actions on the WO. The codes used to describe the data on this record are found in the appendices of this volume. Specific data blocks to be used and data block requirements are controlled by the aviation 3M MDS VALSPEC Guide (A7257-01) (<http://logistics.navair.navy.mil>).

- b. Refer to paragraphs 10.13 through 10.17 for specific data element application and requirements.

(1) Action Taken. Enter the one-character alpha or numeric code that describes the action taken. This code describes the action performed on the item identified by the WUC/UNS. AT codes are in Appendix E.

**NOTE:** The TD status code is a single-character alpha code used to indicate the compliance status of a TD. This code is entered in the action taken field of the WO when reporting TD status. These codes are in Appendix J.

(2) Assy Cd. Enter or select the four-character Assy Cd that describes the end item on which work is being performed.

(3) BUNO/SERNO. Prefilled or enter for hosting activity. It is the BUNO/SERNO of the equipment or end item on which work is being performed. If more than six digits, enter the last six. If less than six digits, prefix with sufficient zeros to total six characters. In cases of on-equipment work at the O-level for personal survival equipment, enter the first letter of the aircrewman's first and last name and the last four digits of the SSN.

(4) CF Req. The O-level activity will select if a check flight is required after completion of the maintenance action.

(5) Completed Date/Time. Day (DD) Month (MMM) Year (YYYY) Time (TTTT).

(6) Corrected By. The name and rate of the worker assigned to the maintenance action.

(7) Corrective Action. Enter a narrative description of the action taken to correct the discrepancy.

(8) Current Job Status. A two-character code used to describe the status of a specific task (Appendix N).

(9) Disc Code. Prefilled based on Type WO Code or select from the drop down menu. The WD code is a plain language or single alpha-character that identifies when the need for maintenance was discovered. The three sets of WD codes that cover the equipment categories are (1) aircraft and engines; (2) SE, PME, and expeditionary airfield; and (3) missiles/missile targets. Definitions and explanations of these codes are in Appendix R.

(10) Discrepancy. Enter a narrative description of the reported discrepancy.

(11) Elapsed Hrs. Auto calculated on the WO, the number of clock hours involved in making the repair (in hours and tenths).

(12) EOC. Prefilled based on the U/P/D indicator and WUC/UNS selection. An [EOC code](#) describes the degradation of the aircraft's mission capability.

(13) Fid. Leave blank, reserved for future use.

(14) H-Z Failed/Required Material. This section will be used to document a failed part without an [AWP](#) situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only with no failed part or AWP situation. A failed part and an AWP situation occurring simultaneously and an AWP situation without a failed part will only be documented at [IMAs](#). A supply request will not have an index letter. This section will also be used for engine identification and subsequent failed parts reported against the identified engine, for example, repairable components that are an integral part of the basic engine (excluding propellers but including the T56/T76 gear box) or receive their primary source of power from the basic engine.

(a) Index. Letters H - Z. The letters represent a specific record type to be extracted from the WO for failed parts, AWP, and engine identification reporting. Index letters H - Z shall be assigned automatically in alphabetical order. This allows the 19 most significant failed parts to be reported against a specific maintenance action, for example, assignment of index H indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of this block is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated in this block, such as those items which are known or suspected to have contributed to the discrepancy reported in the discrepancy block of the WO. There is no limit to requisitioning parts.

(b) Failed/Part. Enter a Yes (Y) or No (N) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, fittings, etc., routinely replaced during a maintenance action will be documented only if their failure is known or suspected to have contributed to the discrepancy.

**NOTE:** [PEB](#) items, such as common hardware, nuts, bolts, screws, safety wire, seals, gaskets, fittings, and washers, routinely replaced during a maintenance action that **DID NOT** contribute to the discrepancy, will be listed for material ordering purposes only. Data blocks Index, Failed Part AT Code, and [MAL](#) Code will be left blank. Do not document items available in the PEB, only those items that are not in stock for material ordering purposes, unless PEB items caused the failure or were suspected of contributing to the discrepancy.

(c) Action Taken. Enter the one-character alpha or numeric code or select the plain language AT code description, which describes the action taken against the removed module, subassemblies, or significant failed parts required. AT codes are listed in [Appendix E](#). For engine identification, enter O for installed, P for uninstalled, or S for removal and reinstallation.

(d) MAL Code. Enter or select the three-character alphanumeric code used to describe the malfunction that caused the maintenance action on the item described by the WUC/UNS. MAL description codes are contained in [Appendix I](#).

(e) [CAGE](#). Enter or select the CAGE of failed part or required material. For engine identification, enter the engine Assy Cd followed by the numeric digit indicating the engine position.

(f) Part Number. Enter or select the manufacturer's [P/N](#) of the failed or required material. For engine identification, the engine SERNO and the engine time (prefixed with an E) are auto prefilled based upon selection of the WUC/UNS. Use time since overhaul (if known) otherwise use time since new (whole hours only).

(g) Quantity. Enter the quantity of failed or required material (1 to 99). For engine identification, enter 0.

- (h) Proj. Enter or select project code (as applicable).
- (i) Pri. **MILSTRIP** priority assigned to the material requisition. This field is linked to project code.
- (j) Rpr Ind. This is automated based on WUC/UNS CM baseline. Y indicates a repairable.
- (k) Order Date. The Day (DD) Month (MMM) Year (YYYY) Time (TTTT) the material was requisitioned. This is auto-filled upon Material Control approval.
- (l) **DDSN**. **MILSTRIP** requisition number of the material required completing the maintenance action. This is auto-filled upon Material Control approval.
- (m) Received Date. The Day (DD) Month (MMM) Year (YYYY) and Time (TTTT) that requisitioned material is received.
- (n) Status. An eight position alphanumeric field consisting of a three position Julian date and a five position status.
- (o) Reference. Enter the supply reference to aid the Material Control Division in requisitioning the failed or required material.
- (15) In process. Documented in-process inspections are indicated with a Y.
- (16) In Work Date/Time. Day (DD) Month (MMM) Year (YYYY) Time (TTTT).
- (17) Initiated By. System prefilled by log-in identification, field is modifiable. The name and rank/rate of originator of the discrepancy is printed in this block.
- (18) Inspected By. The name and rate of the **QAR** or **CDI** who inspects the job for proper standards and certifies the accuracy of the WO is entered in this block. Maintenance Control can sign off inspection control documents.

**NOTE: No further WO modification is allowed after CDI signature is applied to the inspected by field.**

(19) Items Process. Enter the number of times that an action, indicated by an AT code, is applied to the item identified by the WUC/UNS recorded on a WO. Items processed will be 0 for any look phase inspection WO.

(20) **JCN**. The JCN is a nine-character alphanumeric code that serves as the basis for **NALCOMIS** Data Collection System and Maintenance Control procedures. The JCN allows identification of each maintenance action and provides a link with the maintenance actions performed by the IMA in support of an activity or an **O-level maintenance** discrepancy. The JCN is composed of three parts:

(a) **ORG**. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigned the JCN to a maintenance action, except that in the case of transient aircraft maintenance, the JCN will contain the organization code of the aircraft-reporting custodian. The general format and structure of ORG codes is described in **Appendix Q**. A complete listing of ORG codes may be found in the Organization Code Listing (A7065-01) (<http://logistics.navair.navy.mil>).

(b) **DAY**. This is the three-character part of the Julian date specifying the day of the year. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which work was actually started.

(c) SER. The SERNO is either a three-character numeric number that runs sequentially or a three-character alphanumeric number. The three-character numeric number is normally assigned in sequence as new jobs are initiated, for example, 001 and 002. After 599, the next number in sequence will be 001. Alphanumeric serial numbers are used only when documenting inspections other than turnaround, daily, special, conditional, corrosion, and acceptance/transfers. Alphanumeric JCN structure for phase, [IMC/P](#), or [SDLM](#) inspections will be assigned as follows:

LOOK	FIX
A00	A01 through A99
through	
Z00	Z01 through Z99
to	
AA0	AA1 through AA9 through AAA through AAZ
through	
ZZ0	ZZ1 through ZZ9 through ZZA through ZZZ.

**NOTE:** For sub-custody SE in the custody of another department that requires repair by the [AIMD](#), the JCN will be assigned by the AIMD Production Control, reflecting the AIMD organization code.

(21) Local Use. This block may be used as desired.

(22) Log-set.

(a) Maintenance Control may select [ALS](#) block required.

(b) The entry is automated for items that have tasks in [CM](#).

(23) Maint Control. The name and rate of the individual approving the corrective action.

(24) MAL Code. Select the plain language description or enter the three-digit code that best describes the malfunction occurring on or in an item identified by a WUC. MAL codes are listed in Appendix I. For engine identification, enter 000. MAL code will be blank for TD documentation.

(25) Man-Hrs. Auto calculated on the WO, the number of man-hours that were expended to correct the discrepancy (in hours and tenths).

(26) MCN. The MCN is a seven-character alphanumeric code assigned by the system that is the basis for NALCOMIS Data Collection System Maintenance Control procedures. The MCN is used in NTCSS Optimized OMA NALCOMIS while querying the data base and tracking the WO through the maintenance process.

(27) Meter. This block is mandatory when Assy Cd for on-equipment work is G, H, or S and maintenance level is 1.

(28) M/L. Select or enter the level of maintenance (1 through 6) which is performed (not necessarily the level assigned to the activity).

(29) [Modex](#). (Prefilled). Enter or select the side number (Modex) of aircraft or leave blank for SE.

(30) Org Code. (Prefilled). The organization accomplishing the work. ORG codes are listed in the Organization Code Translator (A7065-01) (<http://logistics.navair.navy.mil>).

(31) Posit. Auto-filled based on the WUC/UNS selected.

(32) [QA](#) Req. The O-level activity will select if a maintenance action requires a QAR inspection. (Not applicable to CDI inspections.)

(33) Received Date/Time. Prefilled or enter the Day (DD) Month (MMM) Year (YYYY) Time (TTTT).

(34) Removed/Old Item or Installed/New Item. CAGE, SERNO, P/N, Date Removed or Installed, CDI Signature. These blocks are completed on the WO when a repairable component is removed or installed from/on the end item or major component on which work is being performed. Enter or select the CAGE code, SERNO, and P/N or lot number for the [CARTs](#), [CADs](#), or Aircrew Escape Propulsion System device. DATE Removed or Installed block enter Day (DD) Month (MMM) Year (YYYY) the repairable component is removed or installed from/on the equipment. CDI verifies the accuracy of the fields prior to signing.

(35) Safety [EI](#). Enter the locally assigned four-digit control number from the [NAMDRP RCN](#).

(36) System Reason. Enter short description of the discrepancy or two-digit system code.

(37) Tech. Enter an N for all maintenance actions involving [ETS](#) support.

(38) TD Identification. All TD information is inputted via the baseline manager and, upon initiation of a TD WO, all TD information is auto-filled from the CM/Baseline tables. TD Identification is divided into seven sections as follows:

(a) Interim Cd. X indicates an interim TD; otherwise blank.

(b) Code. A two-character numeric code that denotes the type of directive being incorporated. TD codes are in [Appendix L](#).

(c) Basic No. A four-character numeric code identifying the basic TD preceded by zero(s) to complete the field.

(d) Rev ltr. A one-character alpha code that denotes the specific revision of the basic TD. Blank if not applicable.

(e) Amend. A one-character numeric amendment number of the basic TD. Blank if not applicable.

(f) Part. A two-character numeric part number listed in the TD. Blank if not applicable.

(g) Kit No. A two-character alphanumeric number of the specific TD kit incorporated. If no kit is required, 00 will be in this section.

(39) Trans code. Plain language description of the code or a two-character numeric [TRCODE](#) used to identify the type of data being reported ([Appendix P](#)).

(40) Turn-In MCN. Prefilled MCN on specific item removed for processing to the IMA. Used to assist local supply control.

(41) Type Maintenance. Prefilled based on Type WO Code selected. Plain language or a one-character alpha or numeric code used to describe the type of work being accomplished. For example, scheduled, unscheduled, and supply support actions ([Appendix H](#)).



(42) Type WO. Enter or select, from the drop down, a two-character code that describes the type of work/task to be performed ([Appendix T](#)).

(43) U/D/P. Select as appropriate (Up, Down, Partial) to indicate end item status.

(44) WO Update Job Status/Worker Hours.

(a) Accumulated AWM Hours. The calculation of AWM hours is automated. There is no AWM Block.

(b) Job Status History. JS history of the WO from start to finish. STATUS – A two-character code used to determine the status of a specific task. DATE (DD) MONTH (MMM) YEAR (YYYY) TIME (TTTT).

(c) Worker Hours. Enter last name of worker and tool box assigned to the task. Upon return to the [work center](#) the CDI/Supervisor/QA shall conduct a sight inventory of the tool container(s) and verify Tool Control Program requirements have been complied with. If no tools are required enter NTR. Start date/time - enter the beginning of the worker start date/time. Day (DD) Month (MMM) Year (YYYY) Time (TTTT) and end date/time - enter the end date time of the worker end task Day (DD) Month (MMM) Year (YYYY) Time (TTTT). CDI/Supervisor/QA BLOCK initials are entered here.

**NOTES: 1. A worker can not be in work on more than one WO at a time.**

**2. CDIs may account for man-hours expended while performing on equipment inspections. If no tools were used to perform inspection, the CDI will enter CDISUP in the toolbox block. CDI initials are not required. Work center supervisors may also account for man-hour expenditure involving research and ordering parts, using the same procedures as above.**

(d) Current Job Status – Displays the current job status of the WO in the following format: status, date, time, and EOC code.

(e) Inspection [SCIR](#) Impact. If an inspection is initiated in an Up status and then reaches its maximum allowable deviation (drop dead date), the NALCOMIS system has an auto-down program which will automatically change the status of the inspection WOs to a Down status. Until such time as Maintenance Control decides to SCIR Impact the inspection by selecting the SCIR Impacted Insp option from the Aircraft [VED](#), the aircraft inspection WOs will not have an EOC displayed. Once SCIR Impacted, an EOC of “Y” is placed on the Control WO, and an EOC of “Z” is placed on the Look Phase WOs. This action cannot be reversed. The EOC Start Date/Time field will be displayed on the Job Status/Worker Hours screen with the date/time of when the SCIR Impact option was initiated and display the EOC of “Z”. This field will be used to start the SCIR clock, and the MAINT-1, MAINT-2, and MAINT-3 reports will calculate the aircraft readiness using this field.

(45) Work Center. Defaults to the work center of the initiator, but is modifiable. If needed, select from the drop down the applicable work center the discrepancy is assigned to ([Appendix S](#)).

(46) WUC/UNS. Select or enter the WUC/UNS that identifies the system, subsystem, or component on which work is being performed.

## 10.12 Aircraft Inventory Reporting System

CM ALS and DBAs will read and become familiar with the contents of this section, [OPNAVINST 5442.2](#), and [OPNAVINST 5442.4](#). Inventory accountability is accomplished through XRAY reporting in the CM module. XRAY date/time will reflect 1 minute later than transfer date/time.



### 10.12.1 Subsystem Capability and Impact Reporting System

The **SCIR** System is used to monitor mission capability of selected systems/subsystems. SCIR will be documented on the **WO** concurrently with the maintenance action that caused the reduction of the equipment's mission capability. This system provides managers with the degree of mission impairment, the length of time the equipment's capability was reduced, the system/subsystem that caused mission impairment, and maintenance/supply impact on equipment capability.

### 10.12.2 Equipment Operational Capability Codes

a. An **EOC code** is a one alpha-character code designed to describe the severity level of **SCIR** maintenance actions. The EOC code is linked to the **WUC** in the **CM** baseline. EOC is prefilled based on the U/P/D indicator and WUC selection. Only one EOC can be documented on a WO. When required, the EOC is documented on the Single Work Center Inspection WO or the Look Phase WOs for inspections requiring more than one work center.

b. Each **T/M/S** aircraft under SCIR has an EOC code list, called a **MESM**. MESMs are published by **CNO** in **OPNAVINST 5442.4**.

### 10.12.3 Mission Capability

Maintenance actions impacting mission capability of the end item are considered to be **SCIR** related. Mission capability is impacted whenever a system or subsystem listed in the **MESM** cannot be used for its intended function. Sometimes only the function is listed in the MESM. A subsystem is considered nonfunctional even though the final disposition may be no defect (A-799). Sometimes a discrepancy report will imply the subsystem is functional but troubleshooting proves it was not. In these cases, mission capability is considered impacted from the time the discrepancy was reported.

### 10.12.4 Subsystem Capability and Impact Reporting Application

a. **SCIR** is applicable to all on-equipment work on end items having a **MESM** and is documented automatically based upon the U/D/P status indicator and the user selected **WUC/UNS** in **NTCSS** Optimized **OMA NALCOMIS** whenever mission capability is impacted.

b. SCIR is applicable when mission capability is impaired while:

- (1) Repairing an end item.
- (2) Inspecting an end item.
- (3) Installing a **TD** on an end item.
- (4) Removing a component from an end item for repair, modification, or calibration.

c. SCIR is not documented:

- (1) On end items not having a MESM.
- (2) When performing off-equipment work.
- (3) When the maintenance action or discrepancy does not impair mission capability of the aircraft.

### 10.12.5 Change of Equipment Operational Capability Code

The decision to change a **SCIR** status shall be made by Maintenance Control. To change an **EOC code**, use the SCIR change function within the **WO**. The SCIR change function is used for those non-SCIR discrepancies that increase in severity. When executing the SCIR Change Option, the computer will closeout the original WO and creates a new WO with the appropriate EOC. The original WO must contain sufficient information to pass the OOMA on-line validations prior to the SCIR change. The new WO will have the same **JCN** as the original WO, but it will have a new **MCN** along with the new EOC code. The date/time received will be computer generated at the time of the SCIR change and is not modifiable. This option will be used to change a discrepancy from Up to Partial or Down, and to change Partial to Down. This feature is not used to change the SCIR status for Look Phase Inspection WOs.

**NOTE:** 1. This procedure replaces EOC Code A functionality.

2. EOC Codes A and B are not used in **NTCSS Optimized OMA NALCOMIS**.

### 10.12.6 Subsystem Capability and Impact Reporting Corrections

- a. Maintenance Control can make **SCIR** corrections to most **WOs**.

**NOTES:** All SCIR corrections change the new SCIR status back to the received date/time of the WO.

- b. A SCIR correction to a Down status is prohibited if an M7 job status exists or if the aircraft has flown since the received date/time.

- c. If the WO is being corrected to an Up or Partial status and parts have been ordered, the user is stopped if the project code is not valid for the new status.

- d. If the WO is corrected to Partial status, the **WUC/UNS** must be selected from the **MESM** table. If there is more than one **EOC Code** for that WUC, the user is prompted to select one.

- e. Inspection WOs cannot be changed from down to up status. Look phase inspection WOs cannot be changed from an up to down status (it must be done on the inspection control WO).

## 10.13 Aircraft Maintenance Documentation

The following paragraphs provide definitions of the various maintenance actions that shall be documented. Each maintenance action described below is initiated using a specific type WO code. Type WO codes are designed to auto-fill WO data fields with the correct information per **NAMP** policy and aviation 3M MDS VALSPEC Guide (A7257-01) (<http://logistics.navair.navy.mil>). If an improper code is selected for a field not auto-filled, the on-line validation specifications pop-up window appears with the proper code(s) for that data field or reference to the appropriate appendix.

### 10.13.1 Aircraft Repair

- a. Troubleshooting.

- (1) Type **WO** code: TS - Troubleshooting.

- (2) This time will be documented separately when the time expended in isolating a discrepancy is considered to be great enough to warrant separating the troubleshooting time from the repair time. Separating troubleshooting time requires completion of two WOs, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate WO using the system, subsystem, or assembly **WUC** (as appropriate).

- b. On-equipment Removal and Replacement of Repairable Components.
  - (1) Type WO code: DM - Discrepancy Maintenance.
  - (2) A WO is used to document the removal and replacement of repairable components while performing on-equipment repair.
- c. On-equipment Repair with no Replacement of a Repairable Component.
  - (1) Type WO code: DM - Discrepancy Maintenance.
  - (2) Completed per [paragraph 10.11.2](#).
- d. Turn-In of a Repairable and Locally Repaired Consumable.
  - (1) No Type WO code assigned.
  - (2) A WO is used to document the removal and subsequent [IMA](#) processing of a repairable component. These procedures will also apply to consumable components that are inducted into an IMA for repair. The WO will be completed per [paragraph 10.11.2](#) except as noted below, even though the removal, repair and reinstallation of a component occurs within a single [work center](#).
    - (a) If an item is still under warranty at the time of failure, ensure that [CM ALS](#) records indicate removal of a warranty item and the contract number.
    - (b) All [ALSS](#) turn-ins will be delivered directly to the ALSS pool. Requisition and turn-in procedures for ALSS assemblies and repair parts shall be as established in this instruction, the [OMA-UG](#), or Online Help.
- e. Receipt of Unsatisfactory Material from Supply.
  - (1) Type WO code: DM - Discrepancy Maintenance.
  - (2) Components Received Non-RFI and Not Installed or Improper Replacement Received. If non-RFI before installation or an improper replacement is received, notify Material Control. The original WO remains outstanding and the non-RFI component will be turned in on a [DOD](#) Single Line Item Release Receipt Document (DD 1348-1) prepared by Material Control. Ensure all accompanying documentation, for example, RFI tag, CM ALS record, and WO, are returned with all items. CM ALS records will be returned to Supply via the CM Group Explorer.
  - (3) Components Received Non-[RFI](#) and Installed. Complete the original WO. Initiate a new WO with a new [JCN](#). A replacement component is requisitioned using the new WO and a new WO turn-in document will be automatically created to accompany the non-RFI component to the IMA.
  - (4) The WO will be completed per [paragraph 10.11.2](#) except [WD](#) must be Y.
- f. Component Received Missing Records.
  - (1) Type WO code: DM - Discrepancy Maintenance.
  - (2) Components, assemblies, or equipment received from supply missing CM ALS [MSRs](#), [AESRs](#), or component life limited record shall be considered as non-RFI and turned in on a [DOD](#) Single Line Item Release Receipt Document (DD 1348-1) prepared by Material Control. If the component is installed and cannot be determined to be new or newly overhauled, it shall be considered faulty.

**NOTES:** 1. If it can be determined that the component is in fact new or newly overhauled, a CM ALS record will be created upon receipt by the requisitioning activity prior to installation.

2. If a record is missing or not received, contact the [COMNAVAIRSYSCOM Wholesale Foundation Tier](#) for reconstruction of information/data or to have the latest record sent to the activity.

3. For missing paper records refer to procedures contained in [Volume I](#).

g. [Cannibalization](#).

(1) Type WO code: CM - Cannibalization Maintenance.

(2) Cannibalize order must come from Maintenance Control. Maintenance Control will authorize the aircraft, engine, or [SE](#) to be cannibalized and generate a [MCN](#) for the removal and replacement of the component being cannibalized. The procedures listed in this paragraph apply to all cannibalizations from end items, for example, aircraft, engine, and SE. Egress system related cartridges, [CADs](#), and Aircrew Escape Propulsion System s will not be cannibalized without prior cognizant Type Wing (ashore) or [CVW](#) (afloat) approval. Personnel parachutes, drogue parachutes, and [RSSKs](#) are excluded from this policy. The removal/installation of items for cannibalization will be documented on one WO. Cannibalization of consumable parts using the Consumable Cannibalization Wizard shall not require the documenting of the removal/installation blocks.

**NOTE:** Maintenance Control directs the cannibalization action using the automated cannibalization wizard.

h. Matched Set.

(1) Type WO code: DM - Discrepancy Maintenance.

(2) Document maintenance actions on components removed as a matched set, for processing at the IMA, for example, ASA-13A and APN-22/117, as follows:

(a) Each component is removed on a separate WO.

(b) Each component must have a separate JCN assigned by Maintenance Control.

(c) Each component within a matched set that must be removed during a maintenance action will be assigned the same [MAL](#) code that describes the system defect.

(d) In addition to the brief narrative, a statement will be added to the Discrepancy block, such as, "Matched Set, See JCN \_\_\_\_".

(e) An additional WO turn-in control document is initiated for each component. The turn-in document accompanies the component for processing.

(3) The Matched Set (Component 1) and (Component 2) WO is completed per [paragraph 10.11.2](#) except as noted below:

(a) Enter or select the failed parts and record supply requisitions (if applicable) in Material Required.

(b) The MAL code must be the same for all components of a matched set at the O-level.

(c) Enter or select from CM the appropriate data for the removed and the installed item.

i. Assisting Work Center.

(1) Type WO code: AD - Assist Maintenance.

(2) When it is necessary for another work center to assist the primary work center assigned to a maintenance action, an assist WO will be approved by Maintenance Control. These procedures do not apply to look phase inspections, the removal and reinstallation to FOM, or cannibalization.

j. FOM Action.

(1) Type WO code: FO - Facilitate Other Maintenance.

(2) A FOM action is the removal and subsequent reinstallation of an RFI engine or component from an end item in support of, or to permit access to, another maintenance action on the same end item. The component removed is not identified in the Removed or Installed item block of the FOM WO. When a component has been removed, note the serial number (if any) in the "local use" block for reference when the item is reinstalled. This notation will provide positive accountability of serialized RFI components removed to FOM.

k. Aircraft Transfer or Strike.

(1) Type WO code: Use existing WO code assigned.

(2) When an aircraft is involved in a strike, all outstanding maintenance actions for the affected aircraft will be closed out. For transfer aircraft, all outstanding maintenance actions will be closed out by the system and reinitiated by the receiving activity using the date and time recorded on the aircraft acceptance XRAY.

**NOTE: Activities with CM ALS records must coordinate with the Supply Department and AIMD to ensure integrity of CM ALS records.**

l. Hosting Activity/Transient Maintenance.

(1) Type WO codes: HA - Hosting Activity and TM - Transient Maintenance.

(2) Maintenance actions completed on transient aircraft are documented using the hosting activity WO code by the activity actually performing the transient maintenance. The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report all maintenance actions and to update CM ALS records.

(3) The reporting custodian of an aircraft receiving transient maintenance shall, upon receipt of applicable records, update CM ALS records, report maintenance actions, and submit the completed maintenance action using the Transient Maintenance WO code.

**NOTE: In the absence of designated QA expertise during transient maintenance, the pilot in command is authorized to either sign as inspector or designate a qualified member of the aircrew to function in this capacity. The pilot or designee will inspect the work performed from a technical standpoint to the best of their ability to ensure sound maintenance procedures were followed and areas where maintenance was performed are free from foreign objects. In the event the discrepancy involves flight safety, a QAR shall re-inspect the repairs upon return to home base. For Maintenance Control Signature, enter the appropriate signature and rate/rank of the Maintenance Control supervisor or designated representative.**

(4) The host activity will not document SCIR on transient aircraft.

## m. In-Flight Maintenance.

(1) Type WO code: DM - Discrepancy Maintenance.

(2) In-flight maintenance is documented on a WO. In the absence of designated QA personnel during in-flight maintenance, the senior aircrew maintenance person is authorized to sign as inspector. This person shall inspect the work performed from a technical standpoint, to the best of their ability, to ensure sound maintenance procedures and practices were followed and areas where maintenance was performed are free of foreign objects.

(3) The WO will be completed per [paragraph 10.11.2](#) except [work center](#) must be X20.

**NOTE: In the event a flight safety discrepancy is repaired while airborne, a designated QAR shall inspect the repairs after return to home base. This is in addition to the above inspection requirement.**

## n. Away From Home Maintenance.

(1) Multi-Type WO codes can apply.

(2) Most organizations occasionally deploy single aircraft or small units away from the parent organization for short periods of time, for example, hurricane evacuation, cross-country flight, and rocket and gunnery training. If maintenance personnel are deployed with the aircraft, all maintenance actions accomplished while deployed are documented against Work Center X30 ([Appendix S](#)) or the parent work center.

## o. Components Authorized to be removed Prior to Induction into standard rework.

(1) Type WO code: DM - Discrepancy Maintenance.

(2) Components authorized to be removed and retained by the squadron will be documented on a WO using [TR](#) Code 16, Malfunction Code 805, and [AT](#) Code P. Prior to reinstallation, those components should be inducted into IMA for check, test, or service using a work request per [paragraph 10.16](#). Components authorized to be removed from aircraft for pool stock will be processed to the IMA using [AT](#) Code P and Malfunction Code 805. Components, when reinstalled, will be documented on a WO using [TR](#) Code 17, Malfunction Code 805, and [AT](#) Code Q.

## p. Aircraft CARTs, CADs, and Aircrew Escape Propulsion System.

(1) Type WO code: DM - Discrepancy Maintenance.

(2) Replacement of aircraft installed explosive devices requires an individual WO for removal and replacement of each device.

(3) The WO will be completed per [paragraph 10.11.2](#) for scheduled removals use Transaction Code 18, [AT](#) Code R, and Malfunction Code 804.

## q. Intra-Activity Support WO.

(1) Type WO code: IA - Intra-Activity Support.

(2) This procedure allows documentation for local manufacture of material to support ALSS equipment, nonaeronautical equipment, or aircraft equipment not currently identified by a WUC. It does not

replace assist WO procedures, which assist a primary repair action or work request for work that is beyond an activity's capabilities.

r. Corrosion (Aircraft and Aeronautical Equipment).

(1) Type WO codes: CP - Corrosion Prevention and CT - Corrosion Treatment.

(2) Corrosion prevention and treatment of aircraft and aeronautical equipment is performed as part of a scheduled maintenance requirement or as an unscheduled maintenance action.

(3) Corrosion prevention requirements found while complying with [MRCs](#) (scheduled maintenance) will be documented on the inspection look phase WO. This includes aircraft washing performed as part of a scheduled inspection.

(4) Corrosion treatment requirements found during the look phase of an inspection will be documented on a fix phase WO. The treatment of bare metal is included in this category.

(5) Unscheduled corrosion prevention is documented on the WO, only when the elapsed maintenance time exceeds one-half man-hour. Unscheduled aircraft cleaning and temporary repairs of bare metal are included in this category. Multiple items processed may be documented.

(6) Unscheduled corrosion treatment actions are documented on the WO.

s. Reconfiguration (Aircraft and SE).

(1) Type WO code: DM - Discrepancy Maintenance.

(2) The installation or removal of equipment required to reconfigure an aircraft or item of SE to perform a new or different mission tasking than last performed shall be documented on a WO. It includes, but is not limited to, equipment identified as mission mounted equipment in [Appendix Q](#). It does not include materials which are consumed, expended, or undergo changes in their physical properties during use. Mission mounted equipment may exhibit one or more of the following characteristics:

(a) Installation or removal generally takes longer than a typical turnaround cycle.

(b) Installation requires electrical, electronic, hydraulic, or mechanical checks to ensure functionality.

(c) Classified as repairable or contains repairable components.

(d) Requires supplemental records, such as CM ALS records.

(e) Periodic maintenance intervals have been established.

(f) Once installed, equipment is likely to remain installed for extended periods of time.

### **10.13.2 Aircraft Inspections**

a. Acceptance/Post-depot or Transfer/Pre-depot Inspection.

(1) Type [WO](#) codes:

(a) AC – Acceptance/Post-depot Inspection Control.



- (b) AF - Acceptance/Post-depot Inspection Fix Phase.
- (c) AL - Acceptance/Post-depot Inspection Look Phase.
- (d) AX - Acceptance/Post-depot Inspection Single Work Center.
- (e) TC - Transfer/Pre-depot Inspection Control.
- (f) TF - Transfer/Pre-depot Inspection Fix Phase.
- (g) TL - Transfer/Pre-depot Inspection Look Phase.
- (h) TX - Transfer/Pre-depot Inspection Single Work Center.

(2) These conditional inspections are documented using control, look, and fix phase WOs. Maintenance Control will generate a numeric JCN using a WO as a control document and each participating work center will be issued a look phase WO. Upon completion of the inspection, the control document will be completed by Maintenance Control with 1 item processed. Discrepancies discovered are reported to Maintenance Control and assigned JCNs.

b. Major Inspection of Aircraft.

(1) Type WO codes:

- (a) PC - Phase Control.
- (b) PF - Phase Fix Phase.
- (c) PL - Phase Look Phase.
- (d) PX - Phase/PM Inspection Single Work Center.

(2) Aircraft inspections except repetitive inspections, such as daily/turnaround, are documented on WOs using a unique coding system to identify the total effort as a continuous maintenance event. The principal documents involved are control, look, and fix phase WOs as necessary.

**NOTE: Phase, special, and hourly aircraft or engine inspections cannot be combined into one Control WO. They must be issued separately to satisfy CM requirements.**

(3) WUC. NTCSS Optimized OMA NALCOMIS will auto-assign the WUC upon initiation of the inspection WO. This WUC will be used for both control and look phase WOs related to the inspection. It is constructed as follows:

(a) The first two positions will be 03. The third through seventh positions will be constructed to identify the specific type of inspection(s) being performed.

(b) Position 3. For aircraft under phase maintenance, indicate with the appropriate alpha-character the aircraft inspection phase being performed, as listed in the applicable MRC deck, for example, 03A0000 (Phase Inspection).

(c) Positions 4 – 7 for major aircraft inspections are zeros (0).

(4) Discrepancy. Enter a description of the aircraft inspection due.

(5) Corrective Action. At the completion of the inspection, enter "inspection completed."



(6) Control Document. Maintenance Control issues a separate WO indicating all requirements for each aircraft inspection. These control documents will be held open until the inspection is completed and the aircraft is ready for a FCF (if required).

(7) Aircraft Phase Inspection (Check Crew Not Integrated) Control Document. Documentation procedures will be per [paragraph 10.11.2](#) except; work center code must be 020. ([Appendix S](#))

(8) Look Phase Documents. Look phase man-hours are documented on WOs by work centers participating in the inspection. SCIR is automatically documented on look phase documents for those inspections that the aircraft has been put into a down status due to the inspection. This is done so that accurate AWM can be accounted for by use of the WO job status. SCIR will not be documented on controlling WOs.

(9) Fix Phase Documents. Discrepancies discovered during the look phase of the inspection shall be documented on separate WOs.

c. Special Inspections.

(1) Type WO codes:

- (a) SC - Special Inspection Control.
- (b) SF - Special Inspection Fix Phase.
- (c) SL - Special Inspection Look Phase.
- (d) SX - Special Inspection Single Work Center.

(2) These inspections are documented using control, look, and fix phase WOs. SCIR is automatically calculated based on Type WO code and Up/Down status. If an aircraft is downed for a special inspection, SCIR will be documented on the look phase WOs during the down portion of the inspection. Any fix phase discrepancies, discovered as a result of the special inspection, will be SCIR related if they affect the capability of the aircraft.

(3) Aircraft Special Inspection Control Document. Documentation procedures will be per [paragraph 10.11.2](#).

(4) Aircraft Special Inspection Fix Phase. Fix phase actions on special inspections are documented using fix phase WOs. These JCNs are auto assigned by Maintenance Control when approved.

(5) WUC. Special inspections will be documented using an appropriate alpha-character to indicate the level of special inspection being performed. A WUC seventh position matrix is contained in [Appendix M](#). Example:

- (a) 7 & 14 Day Special controlling document: 030000A.
- (b) 28-Day Special controlling document: 030000B.
- (c) 56-Day Special controlling document: 030000E.

d. Conditional Inspections.

(1) Type WO codes:

- (a) CC - Conditional Inspection Control.
- (b) CF - Conditional Inspection Fix Phase.
- (c) CL - Conditional Inspection Look Phase.
- (d) CX - Conditional Inspection Single Work Center.
- (e) OC – One-time Inspection Control.
- (f) OF – One-time Inspection Fix Phase.
- (g) OL – One-time Inspection Look.
- (h) OX – One-time Inspection Single Work Center.

(2) Maintenance Control will issue all conditional inspections. If more than one work center is involved in the inspection, a controlling WO will automatically be issued. These inspections are documented using the special inspection procedures. Document SCIR only if (1) an over-limit condition exists, for example, hard landing, bolter, over-speed, or over-temp, which restricts the aircraft from further flight until the inspection is completed, or (2) higher authority directs a one-time inspection, not ordered in a **TD**, that restricts the aircraft from flight.

**NOTE: Hosting activity TD documentation for transient aircraft will be documented as a one-time inspection.**

- (3) Aircraft Conditional Inspection Control Document.
- (4) Documentation procedures will be per [paragraph 10.11.2](#) except:
  - (a) WUC must be 030.
  - (b) For aircraft undergoing an [ASPA](#) inspection, enter WUC 030ASP0 and for aircraft undergoing a PACE inspection, enter WUC 030PAC0.
- (5) Aircraft Conditional Inspection Look Phase. Documentation procedures will be per [paragraph 10.13.2](#).
- (6) Aircraft Conditional Inspection Fix Phase. Discrepancies are reported to Maintenance Control and assigned a numeric JCN.

e. Preservation.

- (1) Type WO codes:
  - (a) FC - Preservation Control.
  - (b) FF - Preservation Fix Phase.
  - (c) FX - Preservation Single Work Center.
  - (d) SP – Preservation Work Center Action.
  - (e) BC - Depreservation Control.

- (f) BF - Depreservation Fix Phase.
- (g) BX - Depreservation Single Work Center.
- (h) SD - Depreservation Work Center Action.

(2) Applicable publications used in support of the aircraft preservation process include the [NAVAIR 15-01-500](#) and the daily, special, preservation, conditional, and ASPA MRCs. Not all aircraft have MRCs revised to include preservation requirements. For those aircraft, [NAVAIR 15-01-500](#) procedures will be followed. Volumes I and II also provide additional information on the preservation process. Maintenance Control will issue all preservation, representation and depreservation WOs. If more than one work center is involved in the preservation, representation or depreservation, a controlling WO will automatically be issued. Documentation procedures for all preservation processes are the same.

(3) Maintenance actions in support of the aircraft preservation process fall into four general categories:

(a) Initial Preservation. Initial preservation is applied within the time frames listed in [NAVAIR 15-01-500](#) or the applicable MRCs. It includes requirements that are intended to prevent deterioration of the aircraft while in a non-operating status.

(b) Maintenance While Preserved. Maintenance while preserved includes periodic maintenance requirements that are done after initial preservation is applied. It includes time sensitive requirements that must be done to maintain the initial preservation. Specific intervals are in [NAVAIR 15-01-500](#) or applicable MRCs.

(c) Representation. Representation is a complete renewal of the initial preservation and is done when a specified length of time has elapsed from the initial preservation date.

(d) Depreservation. Depreservation is done at the time an aircraft is returned to operating status. It includes removal of protective materials and equipment and servicing of the aircraft systems.

(4) Maintenance Control issues a WO control document and supporting look phase documents to the work centers involved. The same numeric serial number JCN will be assigned to all documents, control and look phase.

(5) Discrepancies discovered during the preservation process look phase will be documented on separate WOs.

f. Daily and Turnaround Inspections.

(1) Type WO code: DF - Daily/Turnaround Discrepancy.

(2) The look phase and required servicing actions are not documented on a WO. Discrepancies requiring work center repair actions will be reported to Maintenance Control.

### **10.13.3 Aircraft Technical Directive Compliance**

a. [TD](#) Compliance Procedures (On-Equipment).

(1) Type [WO](#) codes:

(a) TD - Technical Directive.

- (b) AT - Technical Directive Assist.
- (c) ET - Technical Directive (Engine) **SCIR**.
- (d) QT – TD removal.

(2) The WO is used to document TD compliance. The TD compliance WO is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Maintenance Control originates the TD compliance WO. If more than one **work center** is involved, Maintenance Control must initiate a separate TD compliance WO for each work center to document their portion of the TD. TD removals will be documented in the same manner as TD incorporations except for Action Taken and the Material required record. TD Status Code Q will be entered in Action Taken and the material required record would be left blank.

**NOTE:** **QECK** bulletins/changes and propeller bulletins/changes are documented in the **CM ALS AESR**, **CM ALS SRC**, or **CM ALS EHR** as identified by the TD. The **Assy Cd** consists of type/model of the aircraft followed by a 9 in the fourth position, for example, **APB9**. The **BU/SERNO** will identify the **QECK**.

b. TD Compliance Procedures (Off-Equipment).

- (1) Type WO code: WR - Work Request.

(2) TDs will frequently require off-equipment work and specify accomplishment at **I-level**. The activity will use the one-character code that describes the maintenance level actually performed.

(3) If the TD compliance is directly applicable to a component, the removal and replacement of the component will be documented on a WO. The **O-level** activity will originate a TD compliance work request for the component being forwarded to the **IMA**. This TD compliance Work Request will accompany the component to the IMA for documenting the accomplishment of the TD compliance action and processing. The CM ALS records will be transferred to the incorporating IMA for documentation of the TD compliance. Once the removal is completed, the maintenance action remains outstanding until the reinstallation has been accomplished. If a component is not ordered, IMA will sign the TD Work Request indicating receipt of the component, and return a copy to the O-level activity as an **IOU** receipt.

- (4) The IMA will complete the remainder of the TD compliance Work Request.

(5) If the IMA informs the O-level activity that the component requires repair, the O-level activity must initiate another WO for turn-in and requisitioning purposes using the original **JCN**.

c. TD Compliance Aircraft, Engines, Components, and Equipment Turn-In Document (IMA Assist).

- (1) Type WO code: TD - Technical Directive.

(2) If a TD is complied with at the O-level (on-equipment work), all maintenance actions will be documented using the WO. If during compliance with a TD it becomes necessary to forward a component to the IMA for modification or inspection and return, the following procedures will be used. If the TD is applicable to the aircraft, the man-hours required to remove and reinstall the component will be documented on a TD compliance WO. The O-level activity will then originate a TD compliance WO for each component forwarded to the IMA. The IMA will sign the WO, indicating receipt of the component and return a copy to the O-level activity as an IOU receipt. The IMA will complete the remainder of the TD compliance WO as an "assist" work center.

d. Transient TD Compliance (Aircraft, Engines, Components, and Equipment).

(1) Type WO code: HA - Hosting Activity.

(2) Only immediate action type TDs are complied with for transient aircraft. All TD information will be provided in the Corrective Action and provided to the transient organization for CM ALS entries and processing of the TD WO.

#### 10.13.4 Aircraft Engine and Airborne Auxiliary Power Unit Maintenance Documentation

a. General Information. The aircraft is considered to be the end item when work is performed on engines, except for TD compliance at the O-level maintenance activity. Engines sent to IMA for any reason will be considered the end item and the turn-in document will list the engine Assy Cd and the engine PSSN or the module SERNO. When documentation requires an engine or APU to be identified in the Removed or Installed Item, the CAGE will reflect the engine/APU Assy Cd and position number, for example, JHD1. The Part Number will be left blank when Assy Cd are used in the CAGE to identify engines/APUs. Documentation procedures for an aircraft engine or airborne APU are the same with the following exceptions:

(1) CAGE for Material Required. When identifying an APU, enter numeric 1 for engine position; for example, PHA1.

(2) CAGE for Removed or Installed Item. When identifying an APU, enter numeric 1 for engine position; for example, PHA1.

(3) When documenting APU enter the engine hour meter or start counter reading (as applicable) in CM Current Usage Records.

b. Modular Engine TD Compliance.

(1) Type WO code: TD – Technical Directive.

(2) Maintenance Control will generate the TD compliance WO.

(3) If more than one work center is involved, Maintenance Control must initiate a separate TD compliance WO for assist work center to document their portion of the TD.

(4) If the TD has multiple parts, a separate WO must be initiated for each part.

(5) TDs for modular engines will be issued against the module.

(6) The WUC/UNS will be that of the module or component of the module, never the engine.

(7) The Assy Cd will reflect the equipment category and model/series of the engine.

(8) If the TD applies to more than one module, a separate WO with a unique JCN will be issued for each module.

(9) TRCODE 47 will be used for a module regardless of a P/N change or a TD incorporation on a component.

(10) The JCN will be that of the activity requesting the TD incorporation.

(11) When a complete engine is being turned in for TD compliance, the PSSN will be entered in the Discrepancy block.

## c. Engine Cannibalization.

- (1) Type WO code: CM - Cannibalization Maintenance.
- (2) Documentation procedures will be per paragraph 10.11.2.

## d. Engine Inspections.

- (1) Multi-Type WO codes.
- (2) Documentation procedures will be per paragraph 10.11.2.

## e. Unscheduled Engine Maintenance.

- (1) Type WO code: DM - Discrepancy Maintenance.
- (2) Documentation procedures will be per paragraph 10.11.2.

## f. Removal and Replacement (solely for AIMD inspection).

- (1) Type WO code: WR - Work Request.
- (2) Documentation procedures will be per paragraph 10.11.2.

g. Turn-In Document (engine inspection). O-level activities will initiate a new WO to serve as the turn-in document that accompanies the engine to IMA. A printed out WO from the requisitioning activity will be attached and sent with the retrograde.

**10.14 Support Equipment Maintenance Documentation**

## a. SE TD Compliance.

- (1) Type WO code: TD - Technical Directive.

(2) Maintenance Control schedules TD compliance actions and initiates TD compliance WOs. The O-level activity will originate TD compliance work request WOs for each end item being sent to the IMA. The TD compliance WO accompanies the end item to the IMA for documentation of the TD compliance and for processing. The IMA will provide a signed copy of the work request WO, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

## b. Support Equipment Inspections Periodic Maintenance.

- (1) Multi Type WO codes apply.

(2) Inspections (except preoperational and postoperational) and periodic maintenance actions are documented on WOs. The O-level activity will originate a WO for each end item forwarded to the IMA. This WO will accompany the end item to the IMA for documenting the inspections and for processing. The IMA will provide a signed copy of the WO, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

## c. Support Equipment End Item Repair.

- (1) Type WO code: DM - Discrepancy Maintenance.

(2) The O-level activity originates a work request WO for each end item being sent to the IMA. This WO accompanies the end item to the IMA for documentation of the repair action. The IMA will provide a signed copy of the work request WO indicating receipt of the item and return it to the O-level activity as an IOU receipt.

#### 10.15 Target Maintenance Documentation

a. Target Postlaunch Rehabilitation Inspection (Look Phase).

(1) Type WO code: CL - Conditional Inspection Look Phase.

(2) O-level maintenance personnel conduct postlaunch rehabilitation inspections to determine degradation or damage that may have occurred during a mission.

b. Target Postlaunch Rehabilitation Inspection (Fix Phase).

(1) Type WO code: CF - Conditional Inspection Fix Phase.

(2) Discrepancies discovered during a postlaunch rehabilitation inspection will be documented on the WO. The WUC identifies the failed component/system.

c. Target Configuration Change.

(1) Type WO code: TD - Technical Directive.

(2) When a component must be installed to support a certain mission a target configuration change WO will be completed.

#### 10.16 Work Request

A work request is used by supported Maintenance and Supply activities to request work or assistance from the supporting IMA that is beyond the requesting activity's capability, and does not involve repair of aeronautical material.

(1) Type WO code: WR - Work Request.

(2) The WO work request is used for, but is not limited to, the following:

(a) To request check, test, and service of items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

**NOTE: Work requests for items removed for check, test, service, and local manufacture or fabrication must be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor.**

(b) To induct items not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes that require check, test, and service. In addition to documenting an IMA WO, documentation will be performed in CM ALS record for task completion.

(c) To induct items from Supply for check, test, and service.

(d) To induct items from Supply for build-up, for example, engines, QECKs, and wheel and tire assemblies.

(e) To induct items not having a **WUC** or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

(f) To request **NDIs**, either on-site or at **AIMD**, as required by supported maintenance activities, when a **TD** is not involved.

(g) To induct items for **RFI** certification, prior to installation in aircraft upon the return from **SDLM**.

#### 10.17 Depot Level Maintenance

##### a. Standard Rework.

##### (1) Type **WO** codes:

(a) IC - **PDM** or **IMC/P** Control.

(b) IF - PDM or IMC/P Fix Phase.

(c) IL - PDM or IMC/P Look Phase.

(d) MC - **SDLM (MCI/ASPA)** Control.

(e) MF - SDLM (MCI/ASPA) Fix Phase.

(f) ML - SDLM (MCI/ASPA) Look Phase.

(g) MX - SDLM (MCI/ASPA) Single Work Center.

(2) Rework performed on aircraft (on-site and off-site) by naval aircraft industrial establishments, contractor's plants, and such other industrial organizations designated by **COMNAVAIRSYSCOM** will be documented using control, look, and fix phase documents.

(3) Communication between the depot and the squadron is crucial since the squadron is responsible for all aircraft readiness status changes for the depot.

(a) Depot activities will notify the reporting custodian upon arrival of the aircraft to be inducted into rework. At that time, the squadron will initiate the rework control document.

(b) When the depot activity is ready to change the status of the aircraft, the depot will notify the squadron, which will complete the control document to terminate the aircraft standard rework status.

(4) **WUC** assigned to PDM or IMC/P are sequential 030IMC1, 030IMC2, etc. WUC assigned to SDLM (MCI/ASPA) is 030SDLM.

**NOTES: 1. I-level personnel will comply with O-level QA, tool control, and documentation requirements.**

**2. Look phase documents are not issued for D-level.**

**3. The rework process encompasses the look phase only.**

(5) Fix phase documents will be issued for repair of discrepancies discovered during the on-site standard rework process. Off-site repair actions are not recorded.

(a) O-level (level 1) discrepancies will be completed by the squadron.



1) Work Center: To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host [work center](#) whenever practical (110, 120, etc.).

2) [EOC codes](#): C through L and Z ([OPNAVINST 5442.4](#)).

(b) I-level (level 2) discrepancies will be completed using the Work Request.

(c) D-level (level 3) discrepancies will be accomplished by a D-level activity using assist work center procedures. If, in the repair process, a repairable is required the repairable will be ordered on the O-level primary WO.

b. In Service Repair.

(1) Type WO code: AD – Assist Maintenance.

(2) [ISR](#) is the repair by COMNAVAIRSYSCOM [FS](#) activities of aircraft damaged beyond the repair capability of [ACCs](#)' maintenance activities.

(3) ISR will be accomplished using assist work center procedures.

c. Modification.

(1) Type WO code: TD – Technical Directive.

(a) Modification is rework performed on new production aircraft and aircraft in the controlling custody of the operating commands. It includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed.

(b) Modification will be accomplished using [TD](#) incorporation procedures.

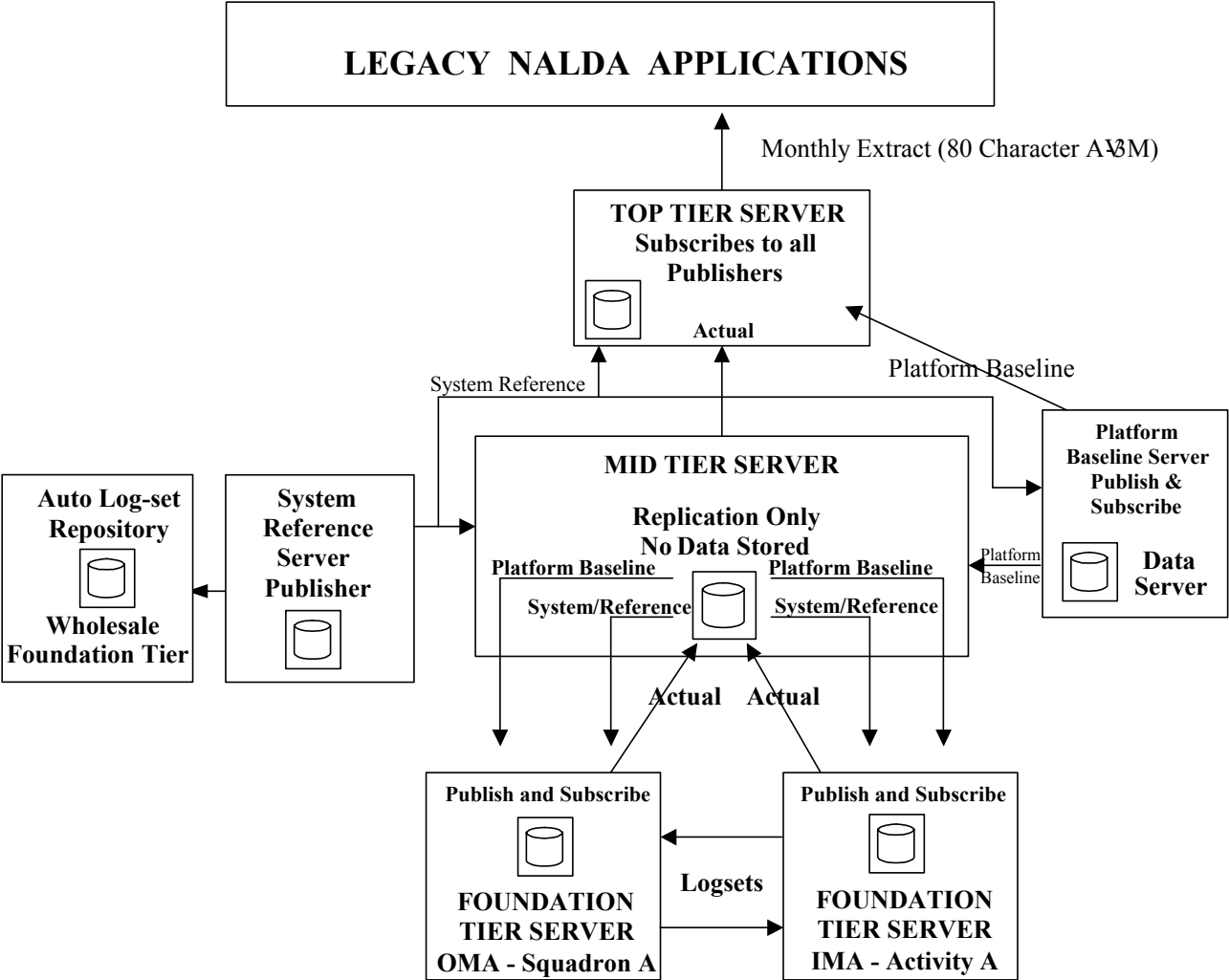


Figure 10-1: NTCSS Optimized OMA NALCOMIS Replication



## APPENDIX A - Acronyms and Abbreviations

2M - Miniature/Microminiature  
3M - Maintenance and Material Management  
A/C - Aircraft  
A/R - Arrests/RAST  
AADB - Automated Aircraft Discrepancy Book  
AAE - Aircraft Armament Equipment  
ABDR - Aircraft Battle Damage Repair  
ABO - Aviators Breathing Oxygen  
ACC - Aircraft Controlling Custodian  
ACCUM - Accumulated  
ACFT - Aircraft  
ACO - Administrative Contracting Officer  
ACOMTRAK - Aircraft Composition Tracking (System)  
ACP - Assets Capitalization Program  
ACT - Actual  
AD - Aviation Machinist's Mate/Air Worthiness Directive  
ADB - Aircraft Discrepancy Book  
ADJ - Adjustment  
ADR - Aircraft Discrepancy Report  
ADW - Aviation Data Warehouse  
AE - Age Exploration or Aviation Electrician's Mate  
AEMS - Aircraft Engine Management System  
AEP - Armament Equipment Pool  
AESR - Aeronautical Equipment Service Record  
AFB - Air Force Base or Airframe Bulletin  
AFC - Airframe Change  
AFH - Aircraft Flight Hours  
AFM - Aviation Fleet Maintenance  
AIG - Address Indicator Group  
AIMD - Aircraft Intermediate Maintenance Department/Detachment  
AIR - Aircraft Inventory Record  
AIRRS - Aircraft Inventory Readiness and Reporting System  
AIRS - Aircraft Inventory Reporting System  
AIS - Aviation Information Systems  
AISD - Aviation Information System Department  
ALS - Auto Log-set  
ALSP - Aviation Logistics Support Plan/Acquisition Logistics Support Plan  
ALSS - Aviation Life Support System(s)  
AM - Amendment or Aviation Structural Mechanic  
AMARC - Aerospace Maintenance and Regeneration Center  
AMCM - Airborne Mine Countermeasures  
AMD - Activity Manning Document  
AME - Aviation Structural Mechanic Egress  
AMMRL - Aircraft Maintenance Material Readiness List  
AMMT - Aviation Maintenance Management Team  
AMO - Assistant Maintenance Officer  
AMSU - Aeronautical Material Screening Unit  
AMT - Aviation Maintenance Training  
AMTCS - Aviation Maintenance Training Continuum System  
AO - Aviation Ordnanceman

AOL - All Operator Letters  
APA - Appropriation Purchase Account  
APL - Allowance Parts List  
APML - Assistant Program Manager for Logistics  
APU - Auxiliary Power Unit  
ARR - Allowance Requirements Register  
AS - Aviation Support Equipment Technician  
ASB - Alert Service Bulletin  
ASD - Aviation Supply Department or Aviation Support Division  
ASDTP - Aviation Supply Desk Top Procedures (Marine Corps)  
ASM - Aviation Maintenance Training Continuum System - Software Modules  
ASN(FM&C) - Assistant Secretary of the Navy (Financial Management and Comptroller)  
ASN(I&E) - Assistant Secretary of the Navy (Installation and Environment)  
ASPA - Aircraft Service Period Adjustment  
ASR - Assembly Service Record  
ASSY - Assembly  
Assy Cd - Assembly Code  
ASW - Antisubmarine Warfare  
AT - Action Taken (code) or Aviation Electronics Technician  
ATAC - Advanced Traceability and Control  
ATCM - Aeronautical Time Cycle Management  
ATDR - Aeronautical Technical Directive Requirements  
ATE - Automatic Test Equipment  
ATL - Aircraft Transfer Letter  
ATO - Aircraft Transfer Order  
AUL - Authorized Use List  
AUOL - Age Unfilled Order Listing  
AUTODIN - Automatic Digital Network  
AVC - Avionics Change  
AVCAL - Aviation Consolidated Allowance List  
AVDLR - Aviation Depot Level Repairable  
AVG - Average  
AVGFE - Aviation Gas Free Engineer  
AVNSUPO - Aviation Supply Officer  
AVO - Avionics Officer  
AWM - Awaiting Maintenance  
AWP - Awaiting Parts  
AWSE - Armament Weapons Support Equipment  
BA - Broad Arrow  
BB - Building Block  
BCM - Beyond Capability of Maintenance  
BFIMA - Battle Force Intermediate Maintenance Activity  
BOSS - Buy Our Spares Smart  
BTR - Baseline Trouble Report  
BU/SERNO - Bureau/Serial Number  
BUNO - Bureau Number  
BUPERS - Bureau of Naval Personnel  
C/CANX - Cancelled  
CAD - Cartridge Actuated Device or Computer Aided Design  
CAGE - Commercial and Government Entity  
CANTRAC - Catalog of Navy Training Courses

CAO - Contract Administration Office  
 CART - Cartridge  
 CASS - Consolidated Automated Support System  
 CAT - Catapult or Category  
 CAT I PQDR - Category I Product Quality Deficiency Report  
 CAT 1 TPDR - Category 1 Technical Publications Deficiency Report (R  
 CAT II PQDR - Category II Product Quality Deficiency Report  
 CAT 2 TPDR - Category 2 Technical Publications Deficiency Report (R  
 CAT 3 TPDR - Category 3 Technical Publications Deficiency Report (A  
 CAT 4 TPDR - Category 4 Technical Publications Deficiency Report (A  
 CATS - Catapults  
 CBT - Computer Based Training  
 CC - Card Column, Correction Code, Capability Code, or MAF Canceled  
 CCB - Configuration Control Board  
 CCS - Component Control Section  
 CDA - Central Design Activity  
 CDI - Collateral Duty Inspector  
 CDQAR - Collateral Duty Quality Assurance Representative  
 CD-ROM - Compact Disc-Read Only Memory  
 CEB - Commercial Engine Bulletin  
 CERR - Complete Engine Repair Requirements  
 CERRC - Complete Engine Repair Requirements Card  
 CESE - Civil Engineering Support Equipment  
 CETS - Contractor Engineering and Technical Services  
 CF REQ - Check Flight Required  
 CFE - Contractor Furnished Equipment  
 CG MCCDC - Commanding General, Marine Corps Combat Development Command  
 CGMARBDE - Commanding General, Marine Brigade  
 CGMAW - Commanding General, Marine Aircraft Wing  
 CHARTS - Change History and Review Tracking System  
 CHRIMP - Consolidated HAZMAT Reutilization and Inventory Management Program  
 CM - Configuration Management  
 CMC - Commandant of the Marine Corps  
 CMD - Consumable Management Division  
 CMS - Communications Material Systems or Consumable Material Section  
 CNATRA - Chief of Naval Air Training  
 CNATT (CENNAVAVNTECHTRA) – Center for Naval Aviation Technical Training  
 CNATTMARU – Center for Naval Aviation Technical Training Marine Unit (A  
 CNATTU (CENNAVAVNTECHTRAU) – Center for Naval Aviation Technical Training Unit  
 CNET - Chief of Naval Education and Training  
 CNO - Chief of Naval Operations  
 CO - Commanding Officer  
 CODR - Conventional Ordnance Deficiency Report  
 COG - Cognizance Symbol  
 COMFAIR - Commander Fleet Air  
 COMFAIRWESTPAC - Commander Fleet Air, Western Pacific  
 COMMARFORLANT/PAC - Commander, Marine Forces Atlantic/Pacific  
 COMNAVAIRFOR - Commander, Naval Air Forces  
 COMNAVAIRLANT – Aligned to COMNAVAIRFOR  
 COMNAVAIRPAC - Aligned to COMNAVAIRFOR  
 COMNAVAIRSYSCOM - Commander, Naval Air Systems Command  
 COMNAVFACENGCOM - Commander, Naval Facilities Engineering Command  
 COMNAVRESFOR – Changed to CNAFR - Commander Naval Air Force, Reserve  
 COMNAVSEASYSYSCOM - Commander, Naval Sea Systems Command

COMNAVSUPSYSCOM - Commander, Naval Supply Systems Command  
COMSPAWARSYSCOM - Commander, Space and Naval Warfare Systems Command  
CONUS - Continental United States  
COR - Contracting Officer Representative  
COSAL - Consolidated Shipboard Allowance List  
CP - Change Proposal  
CPI – Continuous Process Improvement  
CPO - Civilian Personnel Office/Officer  
CPR - Cardiopulmonary Resuscitation  
CPT - Copilot Time  
CR - Correction Record  
CRIPL - Consolidated Remain-In-Place List  
CSD - Customer Support Division  
CSE - Common Support Equipment  
CSEC - Computerized Self Evaluation Checklist  
CSL - Commercial Service Letter  
CTPL - Central Technical Publications Library  
CTR - Carcass Tracking Record  
CV - Aircraft Carrier  
CVN - Multi-Purpose Aircraft Carrier, Nuclear  
CVW - Carrier Air Wing  
DAAS - Defense Automatic Addressing System  
DAR - Daily Audit Report  
DBA - Data Base Administrator  
DCB - Dynamic Component Bulletin  
DCF - Document Control Form  
DCMD - Defense Contract Management Area/District  
DCNO - Deputy Chief of Naval Operations  
DCNO (M&P) - Deputy Chief of Naval Operations (Manpower and Personnel)  
DCU - Document Control Unit  
DDSN - Document Date and Serial Number  
DFAS - Defense Finance and Accounting Service  
DIFM - Due In From Maintenance  
DISCD - Discovered  
DLA - Defense Logistics Agency  
D-Level - Depot Level  
DLQP - Depot Level Quality Program  
DLR - Depot Level Repairable  
DMDS - Depot Maintenance Data System  
DMI - Depot Maintenance Interservice or Direct Material Inventory  
DMISA - Depot Maintenance Interservice Support Agreement  
DNEC - Distribution Navy Enlisted Classification (codes)  
DOCNUM - Document Number  
DOD - Department of Defense  
DOD-HDBK - Department of Defense Handbook  
DODIC - Department of Defense Identification Code  
DON - Department of the Navy  
DPD - Data Processing Division  
DR - Deletion Record  
DRMO - Defense Reutilization Management Office  
DRP - Designated Rework Point

DSN - Defense Switched Network  
DSP - Designated Support Point  
DTEDEP - Julian Date Depart  
DTG - Date Time Group  
DTO - Direct Turn Over  
E&E - Examination and Evaluation or Examiner and Evaluator  
EAH - Equipment Assigned Hours  
ECM - Electronic Countermeasures  
ECOMTRAK - Engine Composition Tracking (System)  
ECP - Engineering Change Proposal  
EDVR - Enlisted Distribution and Verification Report  
EEO - Equal Employment Opportunity  
EFH - Engine Flight Hours  
EHR - Equipment History Record  
EI - Engineering Investigation  
EIC - Equipment Identification Code  
EIS - Equipment In Service  
ELCF - Equivalent Low Cycle Fatigue  
EMC – Electromagnetic Capability  
EME – Electromagnetic Environment  
EMI – Electromagnetic Interference  
EMR - Explosive Mishap Report or Equipment Master Roster  
EMT - Elapsed Maintenance Time  
EOC - Equipment Operational Capability  
EOQ - End of Quarter  
EOR - Equipment Operating Record  
EOS - Equipment Out of Service  
EOT - Equipment Operating Time  
EQUIP - Equipment  
ESC - Executive Steering Committee  
ESD - Electrostatic Discharge  
ESDS - Electrostatic Discharge Sensitive  
ETR - Engine Transaction Report  
ETS - Engineering and Technical Services  
EXCD - Exception Code  
EXREP - Expeditionary Repair  
FA - Fixed Allowance  
FAA - Federal Aviation Administration  
FAD - Force Activity Designator  
FAILSAFE - Fleet Air Introduction Liaison Survival Aircrew Flight Equipment  
FAR - Federal Acquisition Regulation or Federal Aviation Regulation  
FASOTRAGRU - Fleet Aviation Specialized Operational Training Group  
FCA - Field Calibration Activity  
FCF - Functional Check Flight  
FE - Fleet Equipment  
FEA - Front End Analysis  
FEDLOG - Federal Logistics Data  
FH - Flight Hours  
FID - Fault Isolation Detection or Fixed Induction Date  
FISC - Fleet Industrial Supply Center  
FLE - Fatigue Life Expenditure



FLEMATSUPPO - Fleet Material Support Office  
FLR - Field Level Repairable  
FMC - Full Mission Capable  
FMCN - Full Mission Capable Maintenance  
FMCS - Full Mission Capable Supply  
FMF - Fleet Marine Force  
FMS - Foreign Military Sales  
FOD - Foreign Object Damage  
FOM - Facilitate Other Maintenance  
FOSSAC - Fitting Out and Supply Support Assistance Center  
FR - Force Revision  
FRAG - Fleet Readiness Action Group  
FRC - Fleet Readiness Center  
FREST - Fleet Replacement Enlisted Skills Training  
FRS - Fleet Readiness Squadron  
FS - Fleet Support  
FSC - Federal Supply Classification  
FSCN - Federal Supply Code for Manufacturers (See CAGE)  
FSP - Fixed Service Period  
FST - Fleet Support Team  
FTS - Federal Telephone Service or Field Team Support  
G&C - Guidance and Control  
GAI - General Aircraft Information  
GBL - Government Bill of Lading  
GFE - Government Furnished Equipment  
GMT - General Military Training  
GSA - General Services Administration  
GTETS - Gas Turbine Engine Test System  
HAZMAT - Hazardous Material  
HAZMINCEN - Hazardous Waste Minimization Center  
HAZWASTE - Hazardous Waste  
HCN - Hard Copy Notice  
HM - Helicopter Mine Countermeasures  
HMC&M - Hazardous Material Control and Management  
HMIS - Hazardous Material Information System  
HMR - Hazardous Material Report  
HPRR - Human Performance Requirements Review  
HRS - Hours  
HSU - Hydraulic Servicing Unit  
HTS - Hybrid Test Station or Hydraulic Test Stand  
HUMS - Health and Usage Monitoring System  
IAFC - Interim Airframe Change  
IADC - Interim Avionics Change  
ICAPS - Increased Capabilities  
ICD - Users Logistics Support Summary  
ICP - Inventory Control Point  
ICRL - Individual Component Repair List  
IETM - Interactive Electronic Technical Manual  
IH - Industrial Hygienist  
I-Level - Intermediate Level  
ILS - Integrated Logistic Support  
IMA - Intermediate Maintenance Activity  
IMC/P - Integrated Maintenance Concept/Plan  
IMI - Interactive Multimedia Instruction  
IMR - Individual Master Roster  
IMRL - Individual Material Readiness List

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INC - Incorporated  
 INFO - Information  
 INST - Installed  
 INT - Interim  
 IOU - I Owe You  
 IP - Items Processed  
 IPB - Illustrated Parts Breakdown  
 IPI - Items Processed Intermediate  
 IPO - Items Processed Organizational  
 IPT - Integrated Program Team  
 IRAC - Interim Rapid Action Change  
 IRIL - Issue/Receipt/Inventory and Location  
 IRIM - Intensive Repairable Item Management  
 ISE - In-Service Engineering  
 ISEA - In-Service Engineering Activity  
 ISEL - In-Service Engineering Logistics  
 ISR - In Service Repair  
 IST - In Service Training  
 ITEMS/P - Items Processed  
 ITSS - Individual Training Standards System  
 JASMMM - Joint Aviation Supply and Maintenance Material Management  
 JATDI - Joint Aviation Technical Data Integration  
 JC - Job Complete  
 JCN - Job Control Number  
 JCNORG - Job Control Number Organization  
 JDMAG - Joint Depot Maintenance Analysis Group  
 JOAP - Joint Oil Analysis Program  
 JPCG - Joint Policy Coordinating Group  
 JPCG-DMI - Joint Policy Coordinating Group Depot Maintenance Interservice (Program)  
 JRB - Joint Reserve Base  
 JS - Job Status  
 JTS – Jet Engine Test System  
 KIN - Kit Identification Number  
 LAMPS - Light Airborne Multipurpose System (Helicopter)  
 LAMS - Local Asset Management System  
 LAN - Local Area Network  
 LANT/PAC - Atlantic/Pacific  
 LCF - Low Cycle Fatigue  
 LCPO - Leading Chief Petty Officer  
 LECP - Logistics Engineering Change Proposal  
 LEM - Logistics Element Manager  
 LES - Local Engineering Specification  
 LHA - Landing Ship, Helicopter Assault  
 LHD - Multi-Purpose Amphibious Assault Ship  
 LIR - Logbook and Inventory Record  
 LM - Logistics Manager  
 LMTC - Lead Maintenance Technology Center  
 LOX - Liquid Oxygen  
 LPD - Landing Platform Dock  
 LPS - Local Process Specification  
 LRA - Last Rework Activity  
 LRCA - Local Repair Cycle Asset  
 LUI - Life Usage Index

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M - Maintenance (Job Status)  
MACG - Marine Air Control Group  
MAF - Maintenance Action Form  
MAG - Marine Aircraft Group  
MAGTF - Marine Air Ground Task Force  
MAINT/L - Maintenance Level  
MAIR - Master Aircraft Inventory Record  
MAL - Malfunction (Description Code)  
MALS - Marine Aviation Logistics Squadron  
MALSP - Marine Aviation Logistics Support Program  
MAM - Maintenance Assist Module  
MATCAL - Marine Air Traffic Control and Landing Systems  
MATCD - Marine Air Traffic Control Detachment  
MATMEP - Maintenance Training Management and Evaluation Program  
MAW - Marine Aircraft Wing  
MC - Mission Capable or Meter Code  
MCAPP - Modification, Corrosion, and Paint Program  
MCAS - Marine Corps Air Station  
MCC - Material Control Code  
MCI - Material Condition Inspection  
MCN - Maintenance Action Form Control Number  
MCO - Marine Corps Order  
MCRC - Master Component Rework Control  
MCRS - Material Condition Reporting Status  
MCS - Mine Countermeasures Ship  
MDA - Milestone Decision Authority  
MDBA/A - Maintenance Data Base Administrator/Analyst  
MDPS - Maintenance Data Processing System  
MDR - Master Data Record or Maintenance Data Report/Reporting  
MDS - Maintenance Data System  
MDU - Material Delivery Unit  
MEASURE - Metrology Automated System for Uniform Recall and Reporting  
MER - Multiple Ejector Rack  
MESM - Mission-Essential Subsystem Matrices  
METCAL - Metrology and Calibration  
METER - Metrology Equipment Recall  
MF - Mobile Facility  
MFGR - Manufacturer  
MFRD - Manufactured  
MHE - Material Handling Equipment  
MHRS - Man-Hours  
MHRSO - Man-Hours Organizational  
MILCON - Military Construction  
MIL-HDBK - Military Standardization Handbook  
MILSPEC - Military Specification  
MIL-STD - Military Standard  
MILSTRAP - Military Standard Transaction Reporting and Accounting Procedure  
MILSTRIP - Military Standard Requisitioning and Issue Procedure  
MIM - Maintenance Instructions Manual  
MIP - Maintenance Improvement Program or Material Improvement Plan  
MIS - Management Information System  
MMCO - Maintenance Material Control Officer  
MME - Mission Mounted Equipment

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MMF - Mobile Maintenance Facility  
 MMP - Monthly Maintenance Plan  
 MO - Maintenance Officer  
 MOCC - MEASURE Operational Control Center  
 MOD - Modification  
 MODEX - Side number of aircraft. Leave blank for SE  
 MOS - Military Occupational Specialty  
 MOV - Material Obligation Validation  
 MP&T - Manpower, Personnel, and Training  
 MR - Material Report/Reporting  
 MRB - Material Review Board  
 MRC - Maintenance Requirements Card  
 MRIL - Master Repairable Item List  
 MSD - Measurement Science Directorate  
 MSDS - Material Safety Data Sheet  
 MSL - Master Salvage List  
 MSR - Module Service Record  
 MTIP - **D)**  
 MTL - Master Task List  
 MTR - Mandatory Turn-in Repairable or Module Test and Repair  
 MTRR - **D)**  
 MTU - **D)**  
 MU - Memory Unit  
 MWSG - Marine Wing Support Group  
 MWSS - Marine Wing Support Squadron  
 NA - Not Applicable  
 NADEP - Naval Air Depot  
 NAF - Naval Air Facility  
 NALC - Navy Ammunition Logistic Code  
 NALCOMIS - Naval Aviation Logistics Command Management Information System  
 NALDA - Naval Aviation Logistics Data Analysis  
 NAMDRP - Naval Aviation Maintenance Discrepancy Reporting Program  
 NAMP - Naval Aviation Maintenance Program  
 NAMPSOP - Naval Aviation Maintenance Program Standard Operating Procedures  
 NAR - Notice of Ammunition Reclassification  
 NAS - Naval Air Station  
 NASA - National Aeronautics and Space Administration  
 NATEC - Naval Air Technical Data and Engineering Service Command  
 NATOPS - Naval Air Training and Operating Procedures Standardization  
 NATT COA - Naval Aviation Technical Training Council of Advisors **(A)**  
 NATTC - Naval Aviation Technical Training Center  
 NAVAIR FS - Naval Air Systems Command Fleet Support  
 NAVAIRDEPOT - Naval Air Depot  
 NAVAIRSYSCOMHQ - Naval Air Systems Command Headquarters **(A)**  
 NAVAIRPRA - Naval Air Pacific Repair Activity  
 NAVAIRWARCEN - Naval Air Warfare Center  
 NAVAIRWARCENACDIV - Naval Air Warfare Center Aircraft Division  
 NAVAIRWARCENWPNDIV - Naval Air Warfare Center Weapons Division  
 NAVCOMTELSTA - Naval Computer and Telecommunications Station  
 NAVEDTRA - Naval Education and Training  
 NAVFLIRS - Naval Flight Record Subsystem  
 NAVICP - Naval Inventory Control Point  
 NAVMAC - Navy Manpower Analysis Center

NAVOSH - Navy Occupational Safety and Health  
NAVPRO - Navy Plant Representative Office  
NAVRIP – Naval Aviation Readiness Integrated Improvement Program  
NAVRIT – Naval Aviation Readiness Improvement Team  
NAVSAFECEN - Naval Safety Center  
NAVSEALOGCEN - Naval Sea Logistics Center  
NBC – Nuclear, Biological, and Chemical  
NBNC - Noted But Not Corrected  
NC - Not Carried  
NCEA - Noncombat Expenditure Allowance  
NCER - Noncombat Expenditure Requirements  
NCO - Non-Commissioned Officer  
NCOIC - Non-Commissioned Officer in Charge  
NCR - No Calibration Required  
NDCSC - NALCOMIS Data Collection System Center  
NDI - Nondestructive Inspection  
NDMS - Naval Air Depot Maintenance Systems  
NDT/I - Nondestructive Testing and Inspection  
NEC - Navy Enlisted Classification  
NETC – Naval Educational Training Command  
NETS - Navy Engineering and Technical Services  
NFO - Naval Flight Officer  
NHA - Next Higher Assembly  
NIF - Navy Industrial Fund  
NIFMS - NAVAIR Industrial Financial Management System  
NIIN - National Item Identification Number  
NIMMS - NAVAIR Industrial Material Management System  
NINC - Not Incorporated  
NIS - Not In Stock or Not Issued (directives)  
NIST - National Institute of Standards and Technology  
NITRAS - Navy Integrated Training Resources and Administration System  
NMC - Not Mission Capable  
NMCM - Not Mission Capable Maintenance  
NMCMS - Not Mission Capable Maintenance Scheduled  
NMCMU - Not Mission Capable Maintenance Unscheduled  
NMCS - Not Mission Capable Supply  
NOAP - Navy Oil Analysis Program  
NOC - Not Otherwise Coded  
NOMMP - Naval Ordnance Maintenance Management Program  
NOTAL - Not To All  
NPA - Nonprovisioned Aircraft  
NPDC – Naval Personnel Development Command  
NPST - Navy Primary Standards Laboratory  
NSCM - NATO Supply Code for Manufacturers  
NSN - National Stock Number  
NTCSS - Naval Tactical Command Support System  
NTFS - Navy Training Feedback System  
NTR - No Tools Required  
NTSP - Navy Training Systems Plan  
NWADIV - Naval Warfare Assessment Division  
NWAS - Naval Warfare Assessment Station  
NWCF - Navy Working Capital Fund  
O&MN - Operations and Maintenance, Navy

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OEM – Original Equipment Manufacturer  
 OFC - Operational Functional Category  
 OFFMP - Off Line For Manual Processing  
 OFFTR - Off For Technical Research  
 OFVAL - Off For Validation  
 OINC - Officer In Charge  
 OJT - On-Job-Training  
 O-Level - Organizational Level  
 OMA - Organizational Maintenance Activity  
 OMAWHOLE –Optimized OMA NALCOMIS Wholesale Foundation Tier (NTCSS) (A)  
 OMB - Office of Management and Budget  
 OMD - Operations Maintenance Division  
 OOMA – Optimized Organizational Maintenance Activity (A)  
 OPC - Optimum Performance Capable  
 OPM - Office of Personnel Management  
 OPNAV - Office of the Chief of Naval Operations  
 OPSERMOS - Operating Service Months  
 OPTAR - Operating Target (funding)  
 ORD - Ordered  
 ORDO - Ordnance Officer  
 ORDSO - Ordnance Safety Officer  
 ORG - Organization  
 ORM - Operational Risk Management  
 OSD - Office of the Secretary of Defense  
 OSH - Occupational Safety and Health  
 OSHA - Occupational Safety and Health Administration  
 OSI - Operational Support Inventory  
 OSM - Operating Service Months  
 OSP - Operating Service Period  
 OTPS - Operational Test Program Set  
 OXY - Oxygen  
 P&E - Planner and Estimator  
 PACE - Paint and Corrosion Evaluation  
 PAD - Propellant Actuated Device  
 PAGENR - Page Number  
 PAR - (D)  
 PCMTIP - Personal Computer Maintenance Training Improvement Program  
 PCO - Procurement Contracting Office/Officer  
 PDM - Phase Depot Maintenance  
 PEB - Pre-Expended Bin  
 PED - Period End Date  
 PEDD - Portable Electronic Display Device  
 PID - Phased Induction Date  
 PINC - Previously Incorporated  
 PJT - Practical Job Training  
 PLA - Plain Language Address  
 PLTS - Parts Life Tracking System  
 PM - Periodic Maintenance, Position Management or Preventive Maintenance  
 PMA - Program Manager-Air  
 PMC - Partial Mission Capable  
 PMCM - Partial Mission Capable Maintenance  
 PMCS - Partial Mission Capable Supply  
 PME - Precision Measuring Equipment

PMI - Planned Maintenance Interval  
PMIC - Periodic Maintenance Information Card  
PMRC - Periodic Maintenance Requirement Card  
PMS - Planned Maintenance System or Preventive Maintenance Services  
PMU - Program Management Unit  
P/N - Part Number or Page Number  
PN - Part Number  
POC - Point of Contact  
POD - Proof Of Delivery  
POE - Point of Entry  
POI - Planned Operational Interval  
POL - Petroleum, Oil, and Lubricant  
POM - Program Objective Memorandum  
POS - Position  
POSIT - Position  
PPB - Power Plant Bulletin  
PPC - Power Plant Change  
PPE - Personal Protective Equipment  
PPM – Parts per Million  
PQDR - Product Quality Deficiency Report  
PQS - Personnel Qualification Standards  
PR - Aircrew Survival Equipmentman  
PRI - Priority  
PRO - Processing Time  
PROBE - Program Optimization and Budget Evaluation  
PROJ - Project  
PSE - Peculiar Support Equipment  
PSECA - Primary Support Equipment Controlling Authority  
PSI - Position Sensitive Indicator  
PSICP - Program Support Inventory Control Point  
PSIG - Per-Square-Inch Gauge  
PSP - Performance Standard Program  
PSSN - Propulsion System Serial Number  
PST - Product Support Team  
PT - Part  
PUC - Permanent Unit Code  
PWS - Performance Work Statement  
QA - Quality Assurance  
QAR - Quality Assurance Representative  
QC - Quality Control  
QDEAS - Quality Deficiency Evaluation Analysis System  
QEC - Quick Engine Change  
QECA - Quick Engine Change Assembly  
QECK - Quick Engine Change Kit  
QECS - Quick Engine Change Stand  
QPA – Qualified and Proficient Apprentice  
QPJ – Qualified and Proficient Journeyman  
QPM – Qualified and Proficient Master  
QPT – Qualified and Proficient Technician  
QTY – Quantity  
R-Supply – Relational Supply  
RAC - Rapid Action Change  
RADCOM - Radar/Communications  
RAMEC - Rapid Action Minor Engineering Change  
RAST - Recovery Assist, Securing and Traversing  
RCM - Reliability Centered Maintenance

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RCN - Report Control Number  
RCU - Repairable Control Unit or Requisition Control Unit  
RECD - Received  
RECTYP - Record Type  
REF - Reference  
REM - Removed  
REP - Repair Time  
REQ/REQN - Requisition  
REV - Revision  
RF - Radio Frequency  
RFI - Ready For Issue  
RFT – Ready For Tasking  
RFU - Ready For Use  
RIC - Routing Identifier Code  
RILOP - Reclamation in Lieu of Procurement  
RIP - Remain in Place  
RMD - Repairables Management Division  
RMS - Repairable Material Section  
ROB - Receipt on Board  
ROI - Return On Investment  
RSI - Repairable Support Inventory  
RSSK - Rigid Seat Survival Kit  
RU - Receiving Unit  
RWK - Rework  
S/N - Serial Number  
SA - System Administrator  
SA/A - System Administrator/Analyst  
SAD - Supply Accounting Division  
SAFE - Structural Appraisal of Fatigue Effects  
SALTS - Streamlined Automated Logistics Transmission System  
SAMM - System Administrator Main Menu  
SAR - Search and Rescue  
SARDIP - Stricken Aircraft Reclamation and Disposal Program  
SAT - Short Airfield Takeoff  
SB - Service Bulletin  
SCC - Sequence Control Card  
SCH - Scheduling Time  
SCIR - Subsystem Capability Impact Reporting  
SCT - Special Crew Time  
SCU - Stock Control Unit  
SDLM - Standard Depot Level Maintenance  
SDR – Supply Discrepancy Report  
SE - Support Equipment  
SEAOPDET - Sea Operational Detachment  
SEATS - Survival Equipment Asset Tracking System  
SEB - Support Equipment Bulletin  
SEC - Support Equipment Change  
SECA - Support Equipment Controlling Authority  
SECDEF - Secretary of Defense  
SECNAV - Secretary of the Navy  
SEGTE - Support Equipment Gas Turbine Engine



SEIS - Support Equipment In Service  
SEL - Support Equipment List  
SER - Series  
SER/SERNO - Serial Number  
SERMIS - Support Equipment Resources Management Information System  
SERNO - Serial Number  
SERVMART/MINIMART - Service/Mini Market  
SESS - Support Equipment Standardization System  
SF - Standard Form  
SFOEDL - Summary Filled Order/Expenditure Difference Listing  
SHML - Ships Hazardous Materials List  
SHORCAL - Shore Consolidated Allowance List  
SHOROC - Shore Required Operational Capability  
SIM - Simulated  
SITSUM - Situational Summary  
SLEP - Service Life Extension Program  
SM&R - Source, Maintenance, and Recoverability  
SMART - Self Monitoring and Reporting Technology  
SMD - Ship Manning Document or Supply Management Division  
SMIC - Special Material Identification Code  
SMQ - Special Maintenance Qualification  
SMTS - Software Maintenance Tracking System  
SNAP - Shipboard Nontactical Automated Data Processing Program  
SNCO - Staff Noncommissioned Officer  
SNDL - Standard Navy Distribution List  
SNTP - Standard Navy Training Plan  
SOW - Statement Of Work  
SPAD - Supply Personnel and Administration Division  
SPAWARSSYSCEN - Space and Naval Warfare Systems Center  
SPC - Shop Process Card or Statistical Process Control  
SPD - Systems  
SQMD - Squadron Manpower Document  
SRA - Shop Replaceable Assembly  
SRC - Scheduled Removal Component  
SRD - Supply Response Division  
SRS - Supply Response Section  
SSD - Squadron Support Division  
SSI - Structurally Significant Item  
SSK - Seat Survival Kit  
SSMP - Supply Support Management Plan  
SSN - Social Security Number  
SSRA - Sub Shop Replaceable Assembly  
SSSCP - Single Supply Support Control Point  
SSU - Supply Screening Unit  
STASS - Standard Training Activity Support System  
STR - Structural Life Limit Component  
SUADPS - Shipboard Uniform Automated Data Processing System  
SUADPS/RT - Shipboard Uniform Automated Data Processing System/Real Time  
SUBJ - Subject  
SUPORG - Supply Organization (code)  
SVC - Service

T/M/S - Type/Model/Series  
 TACAN - Tactical Airborne Navigation  
 TAD - Temporary Additional Duty  
 TAMPS - Tactical Aviation Mission Planning System  
 TAMS - Test and Monitoring System  
 TAT - Turnaround Time  
 TBA - Table of Basic Allowance  
 TCC - Target Capability Code  
 TCCDT - Target Capability Code Date (R)  
 TCM - Tool Control Manual (A)  
 TCMB - Training Continuum Management Board  
 TCN - Transportation Control Number  
 TCP - Tool Control Program  
 TCR - Tracked Component Record  
 TD - Technical Directive  
 TDC - Technical Directive Compliance  
 TDC BAS - Technical Directive Compliance Basic Number  
 TDCODE - Technical Directive Code  
 TDSA - Technical Directive Status Accounting  
 TEC - Type Equipment Code  
 TEI - Temporary Engineering Instruction  
 TEMADD - Temporary Additional Duty  
 TER - Triple Ejector Rack  
 TFBR - Technical Feedback Report  
 TFMMS - Total Force Manpower Management System  
 TFOA - Things Falling Off Aircraft  
 TIR - Transaction Item Report  
 TM - Type Maintenance (code)  
 TMAPS – Technical Manual Application System  
 TMR - Total Mission Requirements  
 TOT - Total Turnaround Time  
 TPDR - Technical Publications Deficiency Report  
 TPL - Technical Publications Library  
 TPLP - Technical Publications Library Program  
 TPS - Test Program Set or Tactical Paint Scheme (R)  
 TQL - Total Quality Leadership  
 TQMC - Total Quality Management Concept  
 TR - Trouble Report  
 TRANS - Transaction  
 TRAWING - Training Wing  
 TRCODE - Transaction Code  
 TRK - Tracked  
 TRU - Technical Research Unit  
 TSC - Tactical Support Center  
 TSN - Time Since New  
 TSO - Time Since Overhaul  
 TSR - Time Since Rework  
 TYCOM - Type Commander  
 UADPS - Uniform Automated Data Processing System  
 UAV - Unmanned Air Vehicle  
 UIC - Unit Identification Code  
 ULSS – User’s Logistics Support Summary

UMMIPS - Uniform Material Movement and Issue Priority System  
UNCLAS - Unclassified  
UNK - Unknown  
UNS - Unscheduled (maintenance) or Unified Numbering System  
UNSCH - Unscheduled  
UPC - Utilization Purpose Code  
USN - United States Navy  
UTIL - Utilization  
VALSPECS - Validation Specifications  
VED - Visual Electronic Display  
VERTREP - Vertical Replenishment  
VHF - Very High Frequency  
VIDS - Visual Information Display System  
VIDS/MAF - Visual Information Display System/Maintenance Action Form  
VOC - Volatile Organic Compound  
VRT - Voyager Repair Team  
W&B - Weight and Balance  
WC - Work Center  
WCS - Workload Control System  
WD - When Discovered (code)  
WEL - Weapons Equipment List  
WESTPAC - Western Pacific  
WHE - Weapons Handling Equipment  
WO - Work Order  
WP - Work Package  
WRA - Weapons Replaceable Assembly  
WSE - Weapons Support Equipment  
WSM - Weapon System Manager  
WSP - Wholesale Stock Point  
WSPD - Weapon System Planning Document  
WUC - Work Unit Code  
XO - Executive Officer  
YYMMDD - Year, Month, and Day (for example, 971231)

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## APPENDIX B - Forms and Reports

Retention symbols assigned to reporting requirements, imposed by this instruction, pertain to completed forms. Retention symbols and definitions are listed below. If no specific retention period is specified, refer to applicable instructions for retention guidelines. Final records disposition action will follow [SECNAVINST 5212.5](#).

### NOTES:

1. Copy 2 shall be filed or disposed of at the squadron analyst's discretion. Copy 3 shall be retained by maintenance control for a minimum of 3 months after monthly reports have been received and verified, then filed.
2. Retained until replaced by next like inspection record.
3. Retained for a minimum of 6 months from the completed date.
4. Retain the last completed form and the most current form.
5. Retained for 1 month.
6. Documents with Action Taken Code L may be destroyed after daily verification. SCIR related VIDS/MAFs with an Action Taken Code N will be retained for a minimum of 6 months from the completed date.
7. Documents in support of phase or special inspections will be retained for one complete inspection cycle, or 6 months, whichever is greater. Special inspections with cycles greater than 6 months, retain only those additional inspection documents for which a like inspection has not been performed during the last 6 months.
8. Retained in the Aircraft Discrepancy Book as a separator for 10 subsequent flights.
9. For daily reports, the due dates (due back to the user) listed indicate the number of working days following the date of submission of the source forms to a [NDCSC](#). For monthly reports, the due dates indicate the number of working days following the end of the month.
10. These reports will be retained during the current month and may be destroyed after receipt and verification of the monthly reports.
11. Contact MOCC Norfolk or San Diego to obtain these forms.

### Table B-1 Forms

The following forms are available in the Navy Supply System per [NAVSUP Publication 2003](#):

**NOTE:** The Navy Forms On-Line web site (<http://forms.daps.dla.mil/>) provides some forms in Portable Document Format (PDF). Forms listed as "Digital" must be downloaded from the on-line web site.

FORM NO./REV. DATE	TITLE	STOCK NO.	RETENTION (See Notes)
DD 200 (1-99)	Financial Liability Investigation of Property Loss	0102-LF-011-9100	(Digital)
DD 250 (8-00)	Material Inspection and Receiving Report	0102-LF-986-4200	(Digital)
DD 365 (8-96)	Record of Weight and Balance Personnel	0102-LF-011-1900	(Digital)

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<b>FORM NO./REV. DATE</b>	<b>TITLE</b>	<b>STOCK NO.</b>	<b>RETENTION (See Notes)</b>
DD 365-2 (1-95)	Form B-Aircraft Weighing Record	0102-LF-011-2300 (Digital)	
DD 365-3 (8-96)	Chart C-Basic Weight and Balance Record	0102-LF-011-2400 (Digital)	
DD 365-4 (8-96)	Weight and Balance Clearance Form F	0102-LF-115-1400 (Digital)	
DD 1149 (12-93)	Requisition and Invoice/Shipping Document	0102-LF-017-7900	
DD 1155 (1-98)	Order for Supplies or Services Request	0102-LF-980-7900	
DD 1348 (7-91)	DOD Single Line Item Requisition System Document (6 pt.)	0102-LF-014-1600	
DD 1348-1A (7-91)	DOD Single Line Item Release/Receipt Document	0102-LF-115-3800	
DD 1423 (6-90)	Contract Data Requirements List	0102-LF-010-5400 (Digital)	
DD 1574 (10-88)	Serviceable Tag - Material	0102-LF-014-5600	
DD 1577-2 (10-66)	Unserviceable Repairable Label-Material	0102-LF-016-0000	
EPMAC 1221/2	Navy Enlisted Classification (NEC) Change Request	N/A ( <a href="http://www.epmac.nola.navy.mil">http://www.epmac.nola.navy.mil</a> )	(A)
DD 2026 (3-99)	Oil Analysis Request	(Digital) ( <a href="http://www.dtic.mil/">http://www.dtic.mil/</a> )	
NAVAIR 4790/3 (10-90)	Maintenance Requirements Card	0102-LF-011-0400 (Digital)	
NAVAIR 13053/1 (9-74)	TD Kit Shipment Report	0102-LF-614-8311 (Digital)	
NAVAIR 13650/1 (9-86)	IMRL Revision Request	0102-LF-613-6507 (Digital)	
NAVAIR 13920/1 (7-97)	Flight Loads/Launch/Landing Data	0102-LF-994-2300 (Digital)	
NAVCOMPT 2156 (7-70)	OPTAR Document Transmittal Report	0104-LF-704-9001 (Digital)	
NAVCOMPT 2157 (1-72)	Budget/OPTAR Report	0104-LF-705-0003 (Digital)	
NAVSEA 4734/6 (3-90)	Special Calibration	0116-LF-018-5100	
NAVSEA 4734/7 (3-90)	Rejected Tag	0116-LF-009-4600	
NAVSEA 4734/8 (3-90)	Calibrated Label (1 5/8" x 1 1/8")	0116-LF-009-4700	
NAVSEA 4734/9 (3-90)	Calibrated Label (with flap)	0116-LF-009-4800	
NAVSEA 4734/10 (3-90)	Calibrated Label (7/8" x 5/8")	0116-LF-009-4900	
NAVSEA 4734/11 (3-90)	Calibrated Label (5/8" x 3/8")	0116-LF-009-5000	
NAVSEA 4734/13 (3-90)	Calibrated Refer to Report of Calibration	0116-LF-009-5200	
NAVSEA 4734/15 (3-90)	Special Calibration (2" x 3")	0116-LF-009-5400	
NAVSEA 4734/16 (3-90)	Special Calibration (7/8" x 5/8")	0116-LF-009-5500	

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<b>FORM NO./REV. DATE</b>	<b>TITLE</b>	<b>STOCK NO.</b>	<b>RETENTION (See Notes)</b>
NAVSEA 4734/16 (3-90)	Special Calibration (7/8" x 5/8")	0116-LF-009-5500	
NAVSEA 4734/17 (3-90)	Inactive Label (1 3/8" x 1 1/8")	0116-LF-009-5600	
NAVSEA 4734/19 (3-90)	User Calibration (1 1/4" x 1 7/16")	0116-LF-009-5800	
NAVSEA 4734/20 (3-90)	Warning Cleaned for Oxygen Service	0116-LF-009-5900	
NAVSEA 4734/22 (3-90)	Calibration Standard	0116-LF-009-6100	
NAVSEA 4734/23 (3-90)	Cleaned for Oxygen Service	0116-LF-009-6200	
NAVSEA 4734/24 (3-90)	Use Counter Clockwise Only	0116-LF-009-6300	
NAVSEA 4734/25 (3-90)	Use Clockwise Only	0116-LF-009-6400	
NAVSEA 4734/26 (10-95)	Calibration Not Required (1 3/8" x 1 1/8")	0116-LF-113-5200	
NAVSEA 4734/27 (3-90)	Calibration Not Required (7/8" x 5/8")	0116-LF-009-6600	
NAVSEA 4734/28 (3-90)	Calibration Void if Seal Broken	0116-LF-009-6700	
NAVSEA 4734/29 (3-90)	Calibrated Void if Seal Broken	0116-LF-009-6800	
OPNAV 1500/39 (3-92)	Navy Training Feedback System Form	0107-LF-127-1100 (Digital)	
OPNAV 3710/4 (2-84)	Naval Aircraft Flight Record	0107-LF-037-1020	<b>NOTE 1</b>
OPNAV 4790/2K (6-75)	Ship's Maintenance Action Form (2-Kilo)	0107-LF-047-9011	
OPNAV 4790/7B (9-89)	Planned Maintenance System Feedback Report	0107-LF-007-8000	
OPNAV 4790/12 (8-90)	Quality Assurance Representative/Inspector Recommendation/Designation	0107-LF-010-5700 (Digital)	
OPNAV 4790/19 (12-70)	Aircraft Log Book (Binder)	0107-LF-770-3385	
OPNAV 4790/21 (11-69)	Monthly Flight Summary (Separator)	0107-LF-770-3420 (Digital)	
OPNAV 4790/21A (2-86)	Monthly Flight Summary	0107-LF-047-9107 (Digital)	
OPNAV 4790/22 (8-69)	Inspection Record (Separator)	0107-LF-770-3440	
OPNAV 4790/22A (1-84)	Inspection Record	0107-LF-047-9110 (Digital)	
OPNAV 4790/23 (1-84)	Repair/Rework Record (Separator)	0107-LF-047-9116	
OPNAV 4790/23A (1-84)	Repair/Rework Record	0107-LF-047-9118 (Digital)	
OPNAV 4790/24 (8-69)	Technical Directives (Separator)	0107-LF-770-3480	
OPNAV 4790/24A (1-84)	Technical Directives	0107-LF-047-9124 (Digital)	
OPNAV 4790/25 (8-69)	Miscellaneous/History (Separator)	0107-LF-770-3500	
OPNAV 4790/25A (8-69)	Miscellaneous/History	0107-LF-770-3505 (Digital)	
OPNAV 4790/26 (8-69)	Explosive Devices (Separator)	0107-LF-770-3520	

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		(Digital)	
OPNAV 4790/26A (10-92)	Installed Explosive Device Record	0107-LF-014-9900 (Digital)	
OPNAV 4790/27 (1-84)	Inventory Record (Separator)	0107-LF-047-9135	
OPNAV 4790/27A (1-84)	Inventory Record	0107-LF-047-9137 (Digital)	
OPNAV 4790/28A (2-01)	Scheduled Removal Component Card	0107-LF-983-5400 (Digital)	
OPNAV 4790/29 (1-84)	Aeronautical Equipment Service Record	0107-LF-047-9145	
OPNAV 4790/31 (8-69)	Equipment Operating Log (Separator)	0107-LF-770-3620	
OPNAV 4790/31A (1-84)	Equipment Operating Record	0107-LF-047-9157 (Digital)	
OPNAV 4790/34 (10-69)	Required Reading and Maintenance Information Record	0107-LF-047-9170 (Digital)	
OPNAV 4790/36A (2-01)	Work Request Customer Service	0107-LF-983-6600 (Digital)	
OPNAV 4790/38 (2-85)	Preflight/Daily/Turnaround/Postflight Maintenance Record	0107-LF-047-9191 (Digital)	NOTE 2
OPNAV 4790/45 (8-94)	Document Control Form	0107-LF-018-4600	NOTE 10
OPNAV 4790/51 (8-88)	SE Custody and Maintenance History Record	0107-LF-003-3900 (Digital)	NOTE 4
OPNAV 4790/52 (3-83)	SE Preoperational Record	0107-LF-770-5501	NOTE 5
OPNAV 4790/58 (07-74)	Metrology Equipment and Recall Report	N/A	NOTE 11
OPNAV 4790/60 (5-88)	VIDS/MAF	0107-LF-002-5900	NOTES 3, 6, 7
OPNAV 4790/61 (5-73)	Mobile Facility Logbook and Inventory Record - Table of Contents	N/A	
OPNAV 4790/62 (5-73)	Mobile Facility Logbook and Inventory Record - General Instructions	N/A	
OPNAV 4790/63 (5-73)	Part I - MF Major Related Equipment Records Separator	N/A	
OPNAV 4790/64 (5-88)	Support Equipment Transaction Report	0107-LF-001-6600	
OPNAV 4790/65 (4-87)	Standard Depot Level Maintenance Special Work Request	0107-LF-047-9336 (Digital)	
OPNAV 4790/66 (2-01)	Technical Publication Deficiency Report	0107-LF-983-7800 (Digital)	
OPNAV 4790/73 (5-73)	Inventory Record and Equipment List Separator	N/A	
OPNAV 4790/73A (5-73)	Inventory Record and Equipment List Form	N/A	
OPNAV 4790/74 (5-73)	Part II - Inventory Records - Table of Contents and Instruction	N/A	

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OPNAV 4790/75 (5-73)	Mobile Facility Record of Shortages Separator	N/A	
OPNAV 4790/75A (5-73)	Mobile Facility Record of Shortages Form	N/A	
OPNAV 4790/80 (10-92)	SE Rework Schedule Request	0107-LF-014-9700 (Digital)	
OPNAV 4790/101 (8-93)	Parachute Record	0107-LF-016-5500	
OPNAV 4790/102 (1-92)	USN Aviation Support Equipment Operator's License	0107-LF-012-9600	
OPNAV 4790/104 (4-87)	Aircraft Inventory Record Certification and Record of Transfers	0107-LF-047-9529 (Digital)	
OPNAV 4790/106A (2-01)	Assembly Service Record	0107-LF-982-9400 (Digital)	
OPNAV 4790/108 (6-81)	Support Equipment Misuse/Abuse	0107-LF-047-9550 (Digital)	
OPNAV 4790/109 (8-81)	Department of the Navy Aircraft Inventory Record - Cover	0107-LF-013-4500	
OPNAV 4790/110 (8-81)	Aircraft Inventory Record	0107-LF-047-9560 (Digital)	
OPNAV 4790/111 (8-81)	Aircraft Inventory Record (Equipment List)	0107-LF-047-9565 (Digital)	
OPNAV 4790/112 (8-81)	Aircraft Inventory Record (Shortages)	0107-LF-047-9570 (Digital)	
OPNAV 4790/113 (2-01)	Equipment History Record (EHR) Card	0107-LF-983-1800 (Digital)	
OPNAV 4790/134 (1-84)	Supplemental Records (Separator)	0107-LF-047-9670	
OPNAV 4790/135 (2-01)	Module Service Record	0107-LF-983-0600 (Digital)	
OPNAV 4790/136 (1-84)	Preservation/Depreservation Record (Separator)	0107-LF-047-9680	
OPNAV 4790/136A (1-84)	Preservation/Depreservation Record	0107-LF-047-9682 (Digital)	
OPNAV 4790/137 (8-90)	Seat Survival Kit Record	0107-LF-010-6000	
OPNAV 4790/138 (8-90)	Aircrew Systems Record	0107-LF-010-6100	
OPNAV 4790/139 (2-01)	NDI Certification Record	0107-LF-983-3000 (Digital)	
OPNAV 4790/140 (2-84)	NDI Technician/Operator Work Record	0107-LF-047-9700 (Digital)	
OPNAV 4790/141 (12-89)	Aircraft Inspection and Acceptance Record	0107-LF-008-4600	NOTE 8
OPNAV 4790/142 (5-88)	Structural Life Limits	0107-LF-002-6700	



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		(Digital)	
OPNAV 4790/142A (3-94)	Structural Life Limits (Separator)	0107-LF-017-9900	
OPNAV 4790/157 (2-86)	ALSS Record (Separator)	0107-LF-047-9785	
OPNAV 4790/158 (2-01)	Plane Captain Designation	0107-LF-983-4200 (Digital)	
OPNAV 4790/159 (8-90)	Aircrew Personal Equipment Record	0107-LF-010-6200	
OPNAV 4790/162 (4-02)	Taxi/Turnup/APU License	N/A	
OPNAV 5442/9 (7-81)	Aircraft Record "A" Card	0107-LF-054-4245 (Digital)	

The following forms are preprinted and automatically distributed to: MEASURE OPERATIONS CONTROL CENTER, 1084 POCAHONTAS ST, NORFOLK VA 23511-2198 or MEASURE OPERATIONS CONTROL CENTER, PO BOX 357058, NAS NORTH ISLAND, SAN DIEGO CA 92135-7059:

<b>FORM NO./REV. DATE</b>	<b>TITLE</b>
OPNAV 4790/58 (5-75)	Metrology Equipment Recall and Report (METER) Card
OPNAV 4790/58A (5-75)	Equipment Identification and Receipt Tag

The following forms may be ordered from General Services Administration:

<b>FORM NO./REV. DATE</b>	<b>TITLE</b>	<b>STOCK NO.</b>
OF-346 (11-85)	U.S. Gov't Motor Vehicle Operators Identification Card	7540-00-634-3999
SF 44 (10-83)	Purchase Order/Invoice/Voucher	7540-01-152-8068
SF 94 (2-83)	Statement of Witness	7540-00-634-4045
SF 95 (7-85)	Claim of Damage or Injury	7540-00-634-4046
SF 135 (7-85)	Records Transmittal and Receipt	7540-00-634-4093
SF 135-A (7-85)	Records Transmittal and Receipt (Continuation)	7540-00-823-7952
SF 361 (3-84)	Transportation Discrepancy Report	7540-00-965-2403
SF 354 (2-80)	Report of Discrepancy	7540-00-159-4442
SF 368 (10-85)	Product Quality Deficiency Report	7540-00-133-5541

The following form may be ordered from the local Print on Demand System at the Navy Publications and Printing Service:

<b>FORM NO./REV. DATE</b>	<b>TITLE</b>
NAVSUP 1375 (9-80)	Allowance Change Request - Fixed

Table B-2 Reports

REPORT NO.	TITLE	FREQ	DUE DATE (Note 9)	RETENTION (See Notes)
	Aircraft Flight Summary Report	Daily or As required	5	NOTE 3
	Aircraft Landing Code and Mission Number (Hours) Summary	Daily or As required	5	NOTE 3
	Aircrew Flight	Daily or As required		NOTE 3
	Aircrew Flight Summary by Assy Cd	Daily or As required		NOTE 3
	Aircrew Flight Summary by SSN	Daily or As required	5	NOTE 3
	Individual Master Roster	Daily or As required	5	NOTE 3
Daily Audit Report Part III	Erroneous Corrections/Deletions	Daily (if applicable)	1	NOTE 10
DD 1348	DD 1348 Daily Audit Report (Part I, II)	Daily	1	NOTE 10
E-00	Equipment Master Roster	Monthly	5	NOTE 3
MAINT-1	Consolidated Performance Metrics	Daily or As required	5	NOTE 3
MAINT-2	Aircraft Readiness Degradation and Utilization Summary	Daily or As required	5	NOTE 3
MAINT-3	Subsystem Capability and Impact Reporting by WUC/UNS	Daily or As required	5	NOTE 3
MAINT-4	Detailed Mission and Maintenance Data by Aircraft	Daily or As required	5	NOTE 3
MAINT-5	Maintenance Man-Hours	Daily or As required	5	NOTE 3
MAINT-6	Detailed Data Extract	Daily or As required	5	NOTE 3
MDR-2	Monthly Production Report	Monthly	5	NOTE 3
MDR-3	Job Control Number Consolidation Report	Monthly	5	NOTE 3
MDR-4-1	Technical Directive Compliance Report	Monthly	5	NOTE 3
MDR-4-2	Intermediate Technical Directive Compliance Rpt	Monthly	5	NOTE 3
MDR-5	Maintenance Action by Bureau/Serial Number Rpt	Monthly	5	NOTE 3
MDR-6	Maintenance Action by System and Component Rpt	Monthly	5	NOTE 3
MDR-7	Component Repair/Beyond Capability of	Monthly	5	NOTE 3

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<b>REPORT NO.</b>	<b>TITLE</b>	<b>FREQ</b>	<b>DUE DATE (Note 9)</b>	<b>RETENTION (See Notes)</b>
	Maintenance Report			
MDR-8	Failed Parts/Parts Required Report	Monthly	5	NOTE 3
MDR-9	Repair Cycle Data Report	Monthly	5	NOTE 3
MDR-10	Foreign Object Damage Report	Monthly	5	NOTE 3
MDR-11	Corrosion Control/Treatment Report	Monthly	5	NOTE 3
MDR-12	No Defect Report	Monthly	5	NOTE 3
MDR-13	When Malfunction Was Discovered Report	Monthly	5	NOTE 3
MR-1-1	Repairable Management Data Report (Part I-Detail List WUC, Part II-WUC Summary)	Monthly	5	NOTE 3
MR-1-2	Repairable Management Data Report (Part I-Detail List NIIN, Part II-NIIN Summary)	Monthly	5	NOTE 3
MR-2-1	Expense Item Management Data Rpt (Sup Org)	Monthly	5	NOTE 3
MR-2-2	Expense Item Management Data Rpt (Supply/Maint Org)	Monthly	5	NOTE 3
MR-2-3	Expense Item Management Data Rpt (Supply Org/TEC)	Monthly	5	NOTE 3
N2R23800	Equipment Discrepancy Report	Daily or as required	NA	NA
N2R23900	Work Center Work Load Report	Daily or as required	NA	NA
N2R24001	Daily Production Report - Part 1	Daily or as required	NA	NA
N2R24002	Daily Production Report - Part 2	Daily or as required	NA	NA
N2S21601	*** Workload Inq *** (Screen Display)	Daily or as required	NA	NA
N6R72300	DIFM Status Report	Daily or as required	NA	NA
N6R72600	SQD EXREP Status Report	Daily or as required	NA	NA
NAVFLIRS	Daily Audit Report Part I	Daily	1	NOTE 10
NAVFLIRS	Daily Audit Report Part II	Daily	1	NOTE 10

REPORT NO.	TITLE	FREQ	DUE DATE (Note 9)	RETENTION (See Notes)
NAVFLIRS-00	Individual Master Roster	Monthly	5	NOTE 3
NAVFLIRS-1	Monthly Aircraft Utilization Report	Monthly	5	NOTE 3
NAVFLIRS-2	Monthly Aircraft Mission Report	Monthly	5	NOTE 3
NAVFLIRS-3	Monthly Individual Flight Activity Report	Monthly	5	NOTE 3
NAVFLIRS-4	Monthly Aircraft Logistics Data Report	Monthly	5	NOTE 3
R8K00700	Aircraft/Equipment Work Load Report	Daily or as required	NA	NA
R8W00900	NALCOMIS OMA Work Center Work Load Report	Daily or as required	NA	NA
SCIR-3	Monthly Equipment Discrepancy and Utilization Report	Monthly	5	NOTE 3
SCIR-4	Monthly Equipment Capability Report	Monthly	5	NOTE 3
SCIR-5-1	Monthly Equipment Mission Capability Summary Report	Monthly	5	NOTE 3
SCIR-5-2	Monthly Equipment Mission Capability Bureau/Serial Summary Report	Monthly	5	NOTE 3
SCIR-5-3	Monthly Mission and Maintenance Data Detail by Bureau/Serial Report	Monthly	5	NOTE 3
VIDS/MAF Copy 1	VIDS/MAF Copy 1 Daily Audit Report (Part I, II)	Daily	1	NOTE 10
VIDS/MAF Copy 2	VIDS/MAF Copy 2 Daily Audit Report (Part I, II)	Daily	1	NOTE 10



## APPENDIX C - Definition of Terms

### A

ACCEPTANCE - Assumption of responsibility for, or legal title to, an aircraft from another party. Receipt of new aircraft from a manufacturer (or of any aircraft from a non-Navy custodian) by a representative authorized to do so by the Navy. Provisional acceptance is the acceptance of an aircraft for which certain obligations with respect to the aircraft have not yet been fulfilled by the contractor.

ACCEPTANCE INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#) and [INSPECTIONS, SUPPORT EQUIPMENT \(SE\)](#)

ACCESSORIES - See [AIRFRAME ACCESSORIES](#) and [ENGINE ACCESSORIES](#).

ACCUMULATED WORK HOURS - Hours that are expended against a job by individuals within the same work center.

ACQUISITION - A single uniform system whereby all equipment, facilities, and services are planned, developed, acquired, maintained, and disposed of by [DOD](#). The system includes research, development, test and evaluation, production, procurement, and operations and support.

ACQUISITION LOGISTICS SUPPORT PLAN (ALSP) – (Formerly the Integrated Logistics Support Plan (ILSP). The ALSP is prepared by the Logistics Manager to identify all logistics planning efforts for aviation weapon system acquisitions or modifications of equipment, and is used by government and contractor logistics management personnel and analysts as guidance for developing and managing the logistics program and logistics element requirements.

ACTION DATE - The Julian date on which a maintenance form is completed by a work center.

ACTION ORGANIZATION - The activity that actually performs the maintenance action. It is identified by a three-character alphanumeric code.

ACTION TAKEN (AT) CODE - A one-character alphabetic or numeric code that describes what action has been accomplished on the item identified by a [WUC](#).

ACTIVE AIRCRAFT - Aircraft currently engaged in supporting flying missions either through direct assignment to aircraft units or reassignment through any of the logistic processes of supply, maintenance, or modification.

ADJUST/ALIGN/TRIM - To bring variable elements of an item within specified limit.

ADMINISTRATIVE CHAIN OF COMMAND - The chain of command as determined by the administrative organization.

ADMINISTRATIVE COMMANDS (Type Commands) - The commands that provide the tactical commands with the means to conduct tactical operations. Administration of training, supply, and repair of fleet units are some of their responsibilities.

ADMINISTRATIVE CONTRACTING OFFICER (ACO) - Performs assigned functions, duties, or responsibilities related to the administration of a contract.

AERONAUTICAL ALLOWANCE LISTS - (Includes [COMNAVAIRSYSCOM](#) Allowance Lists (except Advanced Base Lists), [COMNAVAIRSYSCOM](#) [ARRs](#), and [COMNAVAIRSYSCOM](#) [TBAs](#)) - Lists of equipment and material determined from known or estimated requirements as necessary to place and

maintain aeronautical activities in a material readiness condition. In the case of aerological and photographic material, the requirement is extended to all applicable naval activities. See [ALLOWANCE EQUIPAGE LIST \(AEL\)](#), [ALLOWANCE LISTS](#), [ALLOWANCE PARTS LIST \(APL\)](#), [ALLOWANCE REQUIREMENTS REGISTER \(ARR\)](#), [AVIATION CONSOLIDATED ALLOWANCE LIST \(AVCAL\)](#), and [CONSOLIDATED SHIPBOARD ALLOWANCE LIST \(COSAL\)](#).

**AERONAUTICAL EQUIPMENT** - The equipment used within the maintenance complex that contributes to the completion of the maintenance mission. It includes aircraft, [SE](#), aviators' equipment, and other similar devices.

**AERONAUTICAL EQUIPMENT SERVICE RECORD (AESR)** - An insert to the basic aircraft logbook used as a service record for various aircraft equipment, such as power plants and propellers.

**AERONAUTICAL MATERIAL** - All the material used in the operation and maintenance of aircraft.

**AGE** - The process of accumulating operating service months. See [CALENDAR AGE](#), [OPERATING SERVICE AGE](#), and [PROGRAM SERVICE LIFE](#).

**AGE EXPLORATION (AE)** - The process of determining age-reliability relationships through controlled testing and analysis of chance or unintentional events for safety critical items; and from operating experience for nonsafety items.

**AGED UNFILLED ORDER** - An unfilled order submitted by an operational target holder to the [DFAS](#) which has been held in file for over 120 days and which has not matched with a corresponding expenditure document nor been canceled.

**AIR CAPABLE SHIP** - See [AVIATION CAPABLE SHIP](#).

**AIR COMMAND** - See [CONTROLLING CUSTODIAN](#).

**AIR PORTABLE** - Equipment that can be carried in an aircraft with only minor dismantling and reassembly within the capabilities of user units. This term must be qualified to show the extent of air portability.

**AIRBORNE MINE COUNTERMEASURES (AMCM)** - Aircraft weapons systems used to detect, and neutralize sea mines.

**AIRCRAFT** - An air vehicle, designed primarily for flight in the atmosphere, that has incorporated in its prime design the ability/requirement for human occupancy. See [ACTIVE AIRCRAFT](#); [EXPERIMENTAL AIRCRAFT](#); [INACTIVE AIRCRAFT](#); [PRODUCTION AIRCRAFT](#); [PROGRAM AIRCRAFT](#); [PROJECT AIRCRAFT](#); [RESERVE AIRCRAFT](#); [RESERVE STOCK AIRCRAFT](#); [SPECIAL TEST, PERMANENT AIRCRAFT](#); [SPECIAL TEST, TEMPORARY AIRCRAFT](#); [SUPPORTING AIRCRAFT](#); and [UNIT AIRCRAFT](#).

**AIRCRAFT AIRFRAME** - The structural components, including the framework and skin of such parts as the fuselage, empennage, wings, landing gear (minus tires), and engine mounts.

**AIRCRAFT BATTLE DAMAGE REPAIR (ABDR)** - Maintenance actions taken during combat conditions that may provide less than 100 percent restoration of an aircraft and its subsystems to original strength, mission capability, or configuration. These actions are taken during wartime to maximize the availability of mission capable aircraft, through effective use of maintenance resources, to assess damage and effect repair to return the aircraft to service.

AIRCRAFT COMPOSITION TRACKING (ACOMTRAK) System - An automated system for tracking the composition, location, and operating time/cycle counts of the life limited components of aircraft. ACOMTRAK is used to develop schedules for inspections, replacement procurements, and forced removal actions for these components based on usage requirements and fixed or variable hour or cycle counts or limits. It provides important support to the [RCM](#) Program.

AIRCRAFT CONTROLLING CUSTODIAN (ACC) - A term applied to air commands and [COMNAVAIRSYSCOM](#) for exercising administrative control of assignment, employment, and logistic support of certain aircraft and aircraft engines as specified by the [CNO](#). The following ACCs have been designated by CNO: [COMNAVAIRFOR](#), [CNATRA](#), [COMNAVRESFOR](#), and [COMNAVAIRSYSCOM](#).

AIRCRAFT ENGINE MANAGEMENT SYSTEM (AEMS) - An automated engine management system that provides on-line status and condition of any engine, propulsion system, or module. The system is used extensively by [ACCs](#) and other managers to effect the most efficient distribution of engine assets.

AIRCRAFT EQUIPMENT CONFIGURATION LIST - A listing of the avionics components installed in aircraft, cross referenced to applicable ARRs, that contain the support requirements for outfitting purposes.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD) - The department of an aviation ship ([CV](#), [CVN](#), [LHA](#), [LHD](#)) or [NAS](#) responsible for the check, test, repair, or manufacture of aeronautical components and [SE](#) for the supported aircraft.

AIRCRAFT MAINTENANCE MATERIAL READINESS LIST (AMMRL) PROGRAM - Provides data required for effective management of selected SE at all levels of aircraft maintenance. Within this program, [SERMIS](#) and [IMRL](#) are significant.

AIRFRAME - See [AIRCRAFT AIRFRAME](#) and [MISSILE AIRFRAME](#).

AIRCRAFT LOADING TABLE - A data sheet used by the force unit commander containing information on the load that actually goes into each aircraft.

AIRCRAFT LOGBOOK - A detailed service record maintained for each individual aircraft. See [AERONAUTICAL EQUIPMENT SERVICE RECORD \(AESR\)](#).

AIRCRAFT SERVICE PERIOD ADJUSTMENT (ASPA) PROGRAM - A subset of [RCM](#), provides for inspections that determine if a 12-month (or equivalent flight hour) adjustment can be added to the current [PED](#) of an individual airframe. Some series of aircraft are exempted from the ASPA Program for specific cause. For these aircraft, the existing provisions for extensions apply.

AIRCRAFT TRANSFER ORDER (ATO) - A letter or message type directive used to effect all transfers of aircraft.

AIRFRAME ACCESSORIES - The items of equipment required for operation of the aircraft and not considered an integral part of the airframe or engine, such as wheels, brakes, hydraulic equipment, fuel systems, deicing equipment, anti-icing equipment, and other items regardless of whether attached to the engine or airframe. See [EQUIPMENT, DIVISION OF](#).

AIRSpeed – [NAVRIIP](#)'s enabler, an enterprise approach to achieving and sustaining cost-wise aircraft readiness.

AIRTASK - A method by which [COMNAVAIRSYSCOM](#) assigns work to its field activities.



**AIRWORTHINESS INSPECTION** - Applicable to commercial off the shelf aircraft and provides for a periodic standard **D-level** rework normally performed per the manufacturer's **FAA** approved maintenance requirements. This rework includes a comprehensive inspection together with critical defect corrosion correction and compliance with outstanding FAA airworthiness directives and approved manufacturer's service bulletins.

**ALLOCATION (PERSONNEL)** - The apportionment of personnel numbers to a program or program element of the Future Defense Plan.

**ALLOWANCE (AIRCRAFT)** - The quantity and kind of aircraft an organizational unit is authorized to have. See **PROGRAM OPERATING ALLOWANCE**.

**ALLOWANCE EQUIPAGE LIST (AEL)** - Used to specify requirements for shipboard equipment and lists of miscellaneous material requirements for mechanical, electrical, ordnance, or electronic system(s) in operating spaces aboard ship.

**ALLOWANCE LISTS** - Documents used to specify authorized requirements of operational support inventory for a squadron, IMA, or ship. The allowance is based on the activity's need for the item to perform its mission, the level of maintenance, and frequency of use.

**ALLOWANCE PARTS LIST (APL)** - A listing of repair parts prepared for individual equipment and components.

**ALLOWANCE REQUIREMENTS REGISTER (ARR)** - Documents used to determine authorized requirements of spare assemblies and repair parts at **I-level** and **O-level** maintenance. They are storeroom items under control of the Supply Department.

**APPROPRIATION** - An authorization, established by an Act of the Congress of the United States, to spend funds of the U. S. Treasury or incur indebtedness for specified purposes. The **O&MN**, is established for each fiscal year concerned to fund the operation and maintenance requirements of the operating forces. The appropriation is only available for citation on requisitions for the fiscal year established and for the recording of related expenditures for the following two years.

**ARMAMENT SUPPORT EQUIPMENT (SE)** - Any equipment used in the loading of an explosive system or launch device on an aircraft.

**ARMAMENT WEAPONS SUPPORT EQUIPMENT (AWSE)** - Consists of all the equipment included in the terms **armament SE**, **WSE**, and **logistics SE**.

**ARTICLE (EQUIPMENT OR END ITEM)** - Components, assemblies, subassemblies, and parts connected or associated together to perform an operational function.

**ASSEMBLY** - See **EQUIPMENT, DIVISION OF**.

**ASSIGNMENT** - Statement of positive intention that specifically designated aircraft are or will be in the custody of specifically designated organizational units.

**AUDIT** - As applied to **QA**, a periodic evaluation of detailed plans, policies, procedures, products, directives, and records. See **MANAGEMENT AUDIT**.

**AUGMENTED SUPPORT** - An interim arrangement during initial development or production for the support of the equipment by the contractor on an as required basis pending assumption of support responsibility by the government.

**AUTHORIZED CALIBRATION COURSE OR EQUIVALENT** - Those PME specialists training courses provided to the Navy by the Air Force under interservice support agreements. Equivalency includes graduate or associate degrees in appropriate physical sciences and engineering fields or satisfactory completion of a 4-year apprentice training program in the field of calibration.

**AUTHORIZED I-LEVEL CALIBRATION TRAINING** - Courses administered by [CNATTUs](#) that have been coordinated with [TYCOMs](#) and appropriate technical offices and approved by [CNO](#); also [PME](#) specialists training courses provided to the Navy or the Air Force under interservice support agreements.

**AUTO LOG-SET (ALS)** - ALS records are an integral part of aviation maintenance. They provide a detailed and separate view of the different historical maintenance tasks and usage. In addition, they provide for manual entry of miscellaneous history, repair/rework, and exceedances. It is the administrative means of providing managers with aircraft/equipment age, status, modification, configuration, and historical data to plan, maintain, and operate aircraft and equipment. Properly maintained ALS records are critical to aviation maintenance and safety.

**AUTOMATIC DISTRIBUTION** - The action that provides initial distribution of publications to newly activated aircraft squadrons or ships and that provides definite follow-on distribution of supplementary publications, for example, changes, revisions, or supplements, to the recipients of the publications on initial distribution or to authorized requesters.

**AUTOMATIC TEST EQUIPMENT (ATE)** - Equipment that carries out a predetermined program of testing for possible malfunction with minimum reliance upon human intervention.

**AVAILABILITY (AIRCRAFT)** - Applies to aircraft in an operating or nonoperating status that may be available for flight, upkeep, or rework as specified. When the term is used and not qualified it refers to commission availability.

**AVIATION ACTIVITY** - A formally structured staff, command, squadron, unit, or detachment headed by a Commander, [CO](#), or [OINC](#) responsible for management, maintenance, material, and logistic support of naval aeronautical equipment.

**AVIATION CAPABLE SHIP** - A nonaviation ship that can be used as an aviation operating platform.

**AVIATION CONSOLIDATED ALLOWANCE LIST (AVCAL)** - A consolidated list of aeronautical material, tailored to each individual ship and [MAG](#), to support assigned or embarked aircraft flight operations. It is normally prepared by [NAVICP](#) Philadelphia, PA under direction of the air [TYCOM](#).

**AVIATION INFORMATION SYSTEM DEPARTMENT (AISD)** - The AISD provides [AIS](#) support to the [MAG](#). This support includes information system operations, installation, and maintenance in garrison, shipboard, and forward deployed environments. Other responsibilities include network administration, design, and installation; along with maintaining and repairing data communication links, fiber-optic and tactical fiber-optic cabling.

**AVIATION LIFE SUPPORT SYSTEM(S) (ALSS)** - Items of equipment and clothing needed to allow aircrew members and aircraft passengers to function within all parameters of the flight environment, safely egress from disabled aircraft and descend/ascend to the surface, and survive on land and water and to interface with rescue forces.

**AVIATION MAINTENANCE TRAINING CONTINUUM SYSTEM (AMTCS)** - All training and associated infrastructure required to support naval aviation maintenance.

AVIATION MAINTENANCE TRAINING CONTINUUM SYSTEM (AMTCS) TOOLS - Knowledge/skill tools consist of **CBT** in the form of interactive courseware with computer managed instruction and computer aided instruction. Management tool is the **ASM** which provides test and evaluation, recording, a feedback system and the **MTL**. Aviation training devices host CBT and ASM.

AVIATION SHIP - Specifically **CV**, **CVN**, **LPD**, **LHA**, and **LHD** and type ships are designated, for **NAMP** purposes, as aviation ships.

AVIATION SUPPORT DIVISION (ASD) - A function of the supporting supply activity. It is the liaison point for all material requirements and includes a Component Control Section and a Supply Response Section.

AVIONICS - The application of electronics to aviation and astronautics. For purposes of the **NAMP**, avionics is interpreted to include electronic, electrical, instrument, flight control, fire control, and bombing equipment and their subsystems taken either as independent equipment, groups of equipment, or integrated systems to accomplish assigned military missions.

AVIONICS SUPPORT EQUIPMENT (SE) - Avionics SE (common and peculiar) includes all equipment of an electronic nature used for, but not limited to, testing, troubleshooting, aligning, or calibrating aircraft systems and components. Examples of such equipment are general purpose electronic test equipment, automatic test equipment, vacuum pressure testers, temperature, and fuel quantity indicator test sets.

AWAITING MAINTENANCE (AWM) REASON CODE - A one-character numeric code that describes the reason for an **AWM** condition.

AWAITING MAINTENANCE (AWM) TIME - Time when an aircraft is **NMCM** or **PMCM** and no maintenance is being performed on the systems causing the NMCM or PMCM status. Other maintenance upkeep not causing an NMCM or PMCM condition may be performed on the aircraft during this period.

AWAITING PARTS (AWP) - The condition that exists when materials required to complete a maintenance action are not available on station/ship. AWP is that time when no work can be performed on the item being repaired due to a lack of ordered parts. Parts are not considered to be ordered until the demand has been forwarded to the Supply Response Section of the Supply Department. The time when AWP occurred and the length of time it lasted is recorded in the Maintenance/Supply Record Section. Items which cause AWP during on-equipment work are identified in the Removed/Old Item Section. Items which cause AWP during off-equipment work are identified in the (H-Z) Failed/Required Material Section.

## **B**

BACK ORDER - A generic term applied to commitments made to customers by inventory managers that material required by the customer will be available by a specified date.

BAILMENT - Aircraft under the controlling custody of **COMNAVAIRSYSCOM** but in the physical custody of non-Navy organizations pursuant to a contract for research, development, and evaluation or production testing for the Navy.

BASELINE TROUBLE REPORT (BTR) - BTR provides a means to report **NTCSS** Optimized **OMANALCOMIS** baseline deficiencies found in a specific **PMA** baseline.

BASIC MISSION - The basic intended function or capability of the aircraft, such as bomber, fighter, patrol, observation, and utility. See **MODEL DESIGNATION**.

**BASIC MISSION SYMBOL** - A letter used to indicate the basic intended function or capability of the aircraft, such as bomber, fighter, patrol, and utility. See [MODEL DESIGNATION](#).

**BATTLE FORCE INTERMEDIATE MAINTENANCE ACTIVITY (BFIMA)** - Repair/maintenance of components and repair assets belonging to units assigned to the battle force during a deployment cycle as resourced by the [TYCOM](#). It is not intended to substitute [D-level maintenance](#) work/activity previously provided by tender support.

**BENCH CHECK** - A physical inspection or functional test of an item removed for an alleged malfunction to determine if the part or item is serviceable or repairable. It also includes a determination of the extent of maintenance, repair, or possible overhaul required to return it to serviceable status.

**BENCH TEST** - The subjection of aircraft, engines, accessories, equipment, and equipment to prescribed conditions and specifications, with the use of shop test equipment, to ensure proper functioning.

**BEYOND CAPABILITY OF MAINTENANCE (BCM)** - A term/code used by IMAs when repair is not authorized at that level or when an activity is not capable of accomplishing the repair because of a lack of equipment, facilities, technical skills, technical data, or parts. BCM will also be used when shop backlog precludes repair within time limits specified by existing directives.

**BOARD OF INSPECTION AND SURVEY** - Convenes at [COMNAVAIRSYSCOM](#) approximately 60 days subsequent to the start of the Board of Inspection and Survey preliminary evaluation and is attended by representatives of [CNO](#), [CNATRA](#), fleets, COMNAVAIRSYSCOM, [NAVICP](#) Philadelphia, PA, and contractors. Evaluation of the aircraft and its SE is reported and action to be taken is determined. Proposed configuration of the aircraft for fleet delivery is established. Readiness of the aircraft and its associated equipment to commence the Fleet Introduction Program is a most important decision.

**BULLETIN** - A document issued by [COMNAVAIRSYSCOM](#) which directs a one-time inspection of equipment, contains related instructions, and disseminates administrative or management information as related to maintenance of weapon systems.

**BUREAU NUMBER (BUNO)** - An unhyphenated serial number, not exceeding six digits, used to identify individual airframes within the naval aircraft inventory. Each number is unique to a particular airframe. Assignment is controlled by the [CNO](#).

## C

**CALENDAR AGE** - The total number of calendar months since acceptance.

**CALIBRATE** - To determine and make required corrections in calibration standards or [PME](#). It consists of the comparison of two instruments, one of which is a certified calibration standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the other instrument or PME being compared with the certified calibration standard.

**CALIBRATION** - The process by which calibration installations compare a calibration standard or [PME](#) with a standard of higher accuracy to ensure the former is within specified limits throughout its entire range. The calibration process involves the use of approved instrument calibration procedures.

**CALIBRATION FACILITY** - An installation under the control of the military departments or any agency of [DOD](#) that provides calibration services for PME and calibration standards used by activities engaged in research, development, test, and evaluation, production, QA, maintenance, supply, and operation of weapon system(s), equipment, and other DOD material.

**CALIBRATION INTERVAL** - The maximum length of time between calibrations that calibration standards or **PME** are expected to maintain reliable measurement capability.

**CALIBRATION PROCEDURE** - A document that outlines the steps and operations to be followed by calibration personnel in calibrating an instrument.

**CALIBRATION STANDARD** - **COMNAVAIRSYSCOM** calibration installation equipment used to maintain continuity of value in the units of measurement embodied by periodic comparison with higher echelon or National Institute of Standards and Technology.

**CANNIBALIZATION/CANNIBALIZE** - Removal of serviceable parts from one aircraft or equipment for installation on another aircraft or equipment.

**CATALOG OF NAVY TRAINING COURSES (CANTRAC) (NAVEDTRA 10500)** - Contains information on schools and courses under the purview of **CNET**, Amphibious Forces, Atlantic and Pacific, and other Navy training commands. The function of CANTRAC is to provide a consolidated, centrally produced catalog, presenting courses in standardized form.

**CENTER FOR NAVAL AVIATION TECHNICAL TRAINING (CNATT) (formerly NAMTRAGRU)** - An organization under the military command of **CNET** responsible for providing, by means of the **CNATTUs**, technical training for officers and enlisted personnel in the operation, maintenance, and repair of air weapons systems and associated equipment; and for conducting such other training as the **CNO** may direct.

**CENTER FOR NAVAL AVIATION TECHNICAL TRAINING UNIT (CNATTU)** – An enroute training for specific weapon systems or equipment designated courses that provides training in familiarization, operation, and maintenance of the weapon system to be maintained in formal classrooms and practical application experience.

**(R)**

**CERTIFICATION** - Written testimony from competent instructional authority, that the certified individual is qualified to act in a specific capacity.

**CHANGE** - A document which directs and provides instruction for the accomplishment of a change, modification, repositioning, or alteration of material in in-service aircraft, weapon systems, assemblies, subassemblies, components, or SE. See **TECHNICAL DIRECTIVE (TD)**.

**CHECKOUT** - A sequence of functional or operational tests, or calibration, to determine the condition and status of a weapon system or its elements.

**CLASS** - A broad classification of the general mission purpose of a Navy aircraft design, for example, fighter, attack, patrol, or transport. Subclass refers to the next lower level of classification into a more specific mission purpose of design, for example, all-weather photographic.

**COGNIZANCE SYMBOL (COG)** - A two-position numeric-alpha code prefixed to **NSNs**, identifies the type of funds used to purchase the item and the activity that is the inventory manager.

**COMMERCIAL** – Aircraft, support systems, and processes unique to commercial aviation.

**COMMERCIAL AND GOVERNMENT ENTITY (CAGE)** - A five position code assigned to manufacturers and nonmanufacturers organizational entities and contractors of items procured by agencies of the federal government.

**COMMERCIAL DERIVATIVE AIRCRAFT** - Aircraft procured by the Navy for which there is a certified commercial counterpart.

COMMON ITEM - An item of standard design, application, and specification, normally procurable from several manufacturers or suppliers, or available from only one manufacturer but with wide usage or of such design that the multiple application is apparent.

COMMON SERVICING - That function performed by one military service in support of another military service for which reimbursement is not required from the service receiving the support.

COMMON SUPPORT EQUIPMENT (CSE) - Comprised of only those general purpose items supplying or measuring broad parameters of physical properties that are known to be established in the using service's inventory, for example, ground electrical, pneumatic, and hydraulic power units; towing, hoisting, and fueling devices; signal generation devices; and voltage, amperage, and phase measuring devices. The application of SE items to other end items, systems, or components does not in itself justify or classify the items as CSE. CSE is divided as [AVIONICS SE](#) (common and peculiar) and [NONAVIONICS SE](#) (common and peculiar).

COMPLEMENT - The quantity and quality of aircraft prescribed by [CNO](#) and implemented by [COMNAVAIRFOR](#) as the optimum inventory of an organizational unit whose mission requires aircraft.

COMPONENT REPAIR - See [MAINTENANCE LEVELS](#).

CONDITION CODES - See [MATERIAL CONTROL CODE \(MCC\)](#).

CONDITIONAL INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

CONFIGURATION - The functional and physical characteristics of material as described in technical documents and achieved in a product.

CONFIGURATION CONTROL - The systematic evaluation, coordination, approval or disapproval of proposed changes, and the implementation of all approved changes to the configuration of a configuration item after formal establishment of its configuration identification.

CONFIGURATION CONTROL BOARD (CCB) - A group of knowledgeable, formally designated representatives, from pertinent management/engineering/support organizations established to review and approve or disapprove change proposals by the government or a contractor.

CONFIGURATION IDENTIFICATION - The current approved or conditionally approved technical documentation for a configuration item as set forth in specifications, drawings and associated lists, and documents referenced therein.

CONFIGURATION ITEM LIST - A list of those status items designated for configuration control and configuration accounting.

CONFIGURATION ITEM(S) - Items designated by [DOD](#) components for configuration management. They may differ widely in complexity, size, and kind. Examples are an aircraft, ship, mobile test unit, navigation system, embedded computer, computer program, facility, electronic system, test meter, or a round of ammunition.

CONFIGURATION MANAGEMENT (CM) - A process for establishing and maintaining consistency of a product's performance, functional, and physical attributes with its requirements, design, and operational information throughout its life. The CM effort includes identifying, documenting, and verifying the functional and physical characteristics of an item; recording the configuration of an item; and controlling changes to an item and its documentation. It shall provide a complete audit trail of decision and design modifications.



**CONFIGURATION STATUS ACCOUNTING** - The recording and reporting of information that is needed to manage configuration effectively, including the approved configuration identification, the status of proposed changes to configuration, and the implementation status of approved changes.

**CONFIGURED ITEMS** - Those selected items that require continuation of configuration status accounting during the operational phase. An item that affects mission capability and can be interchanged with a similar item that will result in a different mission capability.

**CONFIRMED CANCELLATION** - The official notification by Supply that action will not be taken on a requisition and the requisition is cancelled.

**CONSOLIDATED AUTOMATED SUPPORT SYSTEM (CASS)** – An automatic, high speed, computer controlled, general purpose test system that will isolate faults to a piece/part level.

**CONSOLIDATED REMAIN-IN-PLACE LIST (CRIPL)** - A listing of all authorized remain in place items, is published by [NAVICP](#) and approved by the [TYCOMs](#) and [COMNAVAIRSYSCOM](#).

**CONSOLIDATED SE LIST** - A summary of government decisions on contractor's SE recommendations and other pertinent data relative to support of the end article. It is a list of contractor recommended SE.

**CONSOLIDATED SHIPBOARD ALLOWANCE LIST (COSAL)** - Both a technical and a supply document tailored to suit an individual ship or [MAG](#) material support requirements. Technical in that equipment nomenclature, operating characteristics, applicable technical manuals, plans, repair parts, and special tool requirements for the operation and repair of ship or MAG equipment are described and documented. As a Supply document, it lists, by equipment, the [NSN](#) for each item supported by the Naval Supply System. It is a coordinated listing of ship or MAG spares, repair parts, and consumable allowances. It also provides the basis for a ship or MAG inventory management and development of second and third echelon support requirements. The COSAL is prepared by [NAVICP](#) Mechanicsburg, PA, for ship or MAG installed and portable mechanical, electrical, electronics, and ordnance equipment. NAVICP Philadelphia, PA, produces COSALs for aircraft launch and recovery systems, optical landing equipment, flight deck lighting, jet blast deflectors, and expeditionary airfields.

**CONSUMABLE ITEM** - Any item or substance which, upon installation, loses its identity and is normally consumed in use or cannot be economically repaired.

**CONSUMABLE MATERIALS** - See [EXPENDABLE SUPPLIES AND MATERIAL](#).

**CONTAMINANTS** - Particles of foreign material which may or may not be visible to the unaided eye.

**CONTRACT FIELD SERVICES** - Those engineering and technical services provided to [DOD](#) personnel by commercial or industrial companies on-site at defense locations by trained and qualified engineers and technicians.

**CONTRACT MAINTENANCE** - The maintenance of material by commercial organizations without distinction as to levels of maintenance accomplished and maintenance accomplished by private industry in government-owned, contractor-operated plants; contractor owned, contractor operated plants; or by contract field teams.

**CONTRACTING OFFICER** - A person or persons with the authority to enter into (purchase), administer, or terminate contracts and make related determinations and findings.

**CONTRACTING OFFICER'S REPRESENTATIVE (COR)** - A representative designated by the contracting officer who performs primarily technical functions. The contracting officer can designate government

personnel to act as authorized representatives for such functions as providing to contractors technical direction, inspection, approval of shop drawings, testing, approval of samples, and other functions of a technical or administrative nature not involving a change in the scope, price, terms, or conditions of the contract or order.

CONTRACTOR ENGINEERING AND TECHNICAL SERVICES (CETS) - Those services performed by commercial or industrial companies which provide advice, instruction, and training to personnel of the military departments in the installation, operation, and maintenance of [DOD](#) aeronautical systems and equipment. CETS consist of [CONTRACT FIELD SERVICES](#), [CONTRACTOR PLANT SERVICES](#), and [FIELD SERVICE REPRESENTATIVES](#).

CONTRACTOR FURNISHED EQUIPMENT (CFE) - Items manufactured or purchased by the contractor for inclusion in or support of an aeronautical system.

CONTRACTOR PLANT SERVICES - Those services provided to personnel of the military departments in the plants and facilities of the manufacturer of military equipment or components by trained and qualified engineers and technicians employed by the manufacturer.

CONTRACTOR SUPPORT PROGRAMS - Maintenance programs associated with [commercial derivative aircraft](#), where Navy personnel perform the [O-level](#) maintenance with limited [I-level](#) effort. The contractor issues ready for issue components and provides limited diagnostic assistance.

CONTROLLING CUSTODIAN - Administrative control of assignment, employment, and logistic support of certain aircraft and engines, as specified by the [CNO](#).

CONTROLLING CUSTODY - Administrative control of the assignment, logistic support, employment, and responsibility to account for and provide information about the aircraft or [SE](#).

CONVERSION IN LIEU OF PROCUREMENT - Any conversion, service life extension, update, expansion/change of mission capability, improvement of combat capability, or combination of the foregoing. It is performed on existing aircraft for the primary purpose of providing a reasonably acceptable, modernized aircraft, as an alternative to procuring new aircraft to meet or maintain force levels.

CORRECTIVE ACTION - Action necessary to remove or control the cause of deficiencies in products, systems, or processes. A documented design, process, procedure, or material's change implemented and validated to correct the cause of failure or design deficiency.

CORRECTIVE MAINTENANCE - The actions performed to restore an item to a specified condition.

CRITICAL DEFECT - See [DEFECT](#).

CRITICAL SUPPLIES AND MATERIALS - Those supplies vital to the support of operations which, for various causes, are in short supply or are expected to be in short supply.

CROSS SERVICING - That function performed by one military service in support of another military service for which reimbursement is required from the service receiving the support. See [SERVICING](#).

CUSTODY - Cognizance and limited responsibilities for aircraft equipment, equipment, material, and [SE](#). Categories of custody are [CONTROLLING CUSTODY](#), [PHYSICAL CUSTODY](#), and [REPORTING CUSTODY](#).

CUSTODY CODES - Custody codes are single position alpha characters which provide supplemental accountability detail about an [SE](#) transaction and the effect of the transaction on supply and financial records.



These codes identify a specific category of SE items placed in the primary custody of an [IMA](#). These items are issued to other activities (usually an organizational maintenance activity) on a subcustody basis.

CUSTOMER ACTIVITY - [MEASURE](#) participants who coordinate the servicing and calibration of [PME/TAMS](#) within a specific area, for example, AIMDs, MALS, and ships.

CUSTOMER SERVICE - [D-level](#) services, including emergency check, test, minor repair, manufacture of parts, heat treat, plating, and machine shop service to relieve [NMCS](#), [PMCS](#), and work stoppage conditions.

## **D**

DAILY INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

DATA - The method of communicating concepts, plans, descriptions, requirements, and instructions related to technical projects, material, systems, and services. These may include specifications, standards, engineering drawings, associated lists, manuals, and reports, including scientific and technical reports; they may be in the form of documents, displays, sound records, and digital or analog data.

DATA COLLECTION CODES - [3M](#) codes used in the [MDS](#). See [ACTION TAKEN \(AT\) CODE](#), [AWAITING MAINTENANCE \(AWM\) REASON CODE](#), [EQUIPMENT OPERATIONAL CAPABILITY \(EOC\) CODE](#), [MALFUNCTION \(MAL\) DESCRIPTION CODE](#), [MANUFACTURER CODE \(CAGE\)](#), [ORGANIZATION \(ORG\) CODE](#), [TECHNICAL DIRECTIVE \(TD\) CODE](#), [TECHNICAL DIRECTIVE \(TD\) IDENTIFICATION CODE](#), [TECHNICAL DIRECTIVE \(TD\) STATUS CODE](#), [TYPE EQUIPMENT CODE \(TEC\)](#), [TIME/CYCLE PREFIX CODE](#), [TRANSACTION CODE](#), [TYPE MAINTENANCE \(TM\) CODE](#), [WHEN DISCOVERED \(WD\) CODE](#), [WORK CENTER CODE](#), and [WORK UNIT CODE \(WUC\)](#).

DATA ELEMENT - A single unit of data related to an item record. Each data element is identified by a specific data element number to permit its selection for inclusion in output documents, indicating its relationship to other data, and for file maintenance purposes.

DATA STORAGE SET - Monitors the operational status of aircraft weapon systems. The monitoring of engines, fuel, airframe, nonavionics systems, and fluid levels are accomplished by a combination of instrumentation sensors and built-in-test of selected systems.

DATA STORAGE UNIT - A storage medium used by the data storage set for significant maintenance data measured in-flight and after landing.

DEFECT - Any nonconformance of the unit or product with specified requirements. Defects will normally be grouped into one or more of the following classes but may be grouped into other classes or subclasses within these classes:

a. DEFECT, CRITICAL - A defect that constitutes a hazardous or unsafe condition, or as determined by experience and judgment could conceivably become so, thus making the aircraft unsafe for flight or endangering operating personnel.

b. DEFECT, MAJOR - A defect, other than critical, that could result in failure or materially reduce the usability of the unit or part for its intended purpose.

c. DEFECT, MINOR - A defect that does not materially reduce the usability of the unit or part for its intended purpose or is a departure from standards but which has no significant bearing on the effective use or operation of the unit or part.

DEFENSE FINANCE AND ACCOUNTING SERVICE (DFAS) - The activity designated to perform operating budget accounting for the Commanders in Chief, U. S. Atlantic and Pacific Fleets and respective TYCOMs, including associated accounting and reporting for ships, staffs, designated shore activities, aviation squadrons, mobile construction battalions, and miscellaneous units and commands, as assigned. Operating force units and commands transmit unfilled orders to the designated fleet accounting office and receive special listings for review, validation, and adjustment of operational target records.

DELIVERY - The logistic process involved in readying an aircraft for transfer from the custody of a COMNAVAIRSYSCOM Fleet Support Activity to the custody of an operating command.

DEPARTMENT OF THE NAVY (DON) - Separately organized under the SECNAV. It operates under the authority, direction, and control of the SECDEF. It is composed of the executive part of DON; including the Office of the SECNAV, the Office of the CNO, and the Headquarters, Marine Corps; the entire operating forces, including naval aviation, of the Navy and the Marine Corps, and the reserve components of those operating forces; and all shore activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the SECNAV. It includes the Coast Guard when it is operating as a service in the Navy.

DESIGN ACTIVITY - The activity responsible for design, preparation, and maintenance of engineering documents for a given item of military property. The activity may be a government activity, contractor, or vendor.

DESIGN CHANGE NOTICE - A formal notification prepared by a contractor as a result of an approved engineering change to the end article on the contract describing the effect of the change on repair parts that have been procured, recommended/interim released.

DESIGNATED REPAIR POINT - A D-level rework facility assigned the technical and repair responsibility for designated weapon system(s).

DESIGNATED REWORK POINT (DRP) - A D-level rework facility assigned the technical and rework responsibility for designated weapon system(s).

DESIGNATED SUPPORT POINT (DSP) - A supply activity, such as a Naval Supply Center, assigned to provide supply support to a designated overhaul point.

DETACHMENT - A temporary reporting custodian with aircraft assigned from a parent squadron or unit. Detachments are established when a squadron deploys one or more aircraft to a ship or base substantially removed from the location of the parent organization; the parent squadron CO feels that it would be impractical to retain reporting custody of the aircraft so deployed. Detachments have the same responsibilities, with respect to the requirements of this instruction, as all other reporting custodians of aircraft.

DEVIATION - To depart from established policy or procedures, such as deviation from the NAMP. A specific written authorization granted prior to the manufacture of an item to depart from a particular performance or design requirement of a specification, drawing, or other document for a specific number of units or a specific period of time. A deviation differs from an engineering change in that an approved engineering change requires corresponding revision of the documentation defining the affected item, whereas a deviation does not contemplate revision of the applicable specification or drawing.

DIRECT MAINTENANCE - That effort expended by maintenance personnel in the actual performance of maintenance on aircraft, aeronautical equipment, or SE per the applicable technical manual. It applies equally to both contractor and GFE.

**DIRECTED REMOVAL** - A requirement to remove an item after a fixed period of operation because there is insufficient confidence regarding continued operation and because failure during operation would have serious consequences.

**DIRECTIVE** - A military communication in which a policy is established, a specific action is ordered, or a plan is put in effect.

**DOCUMENT** - Specifications, lists, drawings, sketches, standards, pamphlets, reports, or other information relating to design, procurement, manufacture, test, or inspection of items or services under a contract. Also, in the [MDS](#), any forms used to collect data at its source for conversion to machine records.

**DOWNTIME** - That element of time during which the item is not in condition to perform its intended function.

## **E**

**EDDY CURRENT** - A method that uses induced eddy currents in detecting flaws in metal parts, such as cracks, inclusions, voids, seams, and laps. This method can also be used for sorting according to alloy temper, conductivity, and other metallurgical factors by variations in electrical characteristics/energy losses. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

**EGRESS SYSTEM** - An ejection seat, interconnect and sequence system, installed parachute and seat survival kit, and the explosive devices and rocket motors used in their propulsion. It also includes hatches or canopies which are shattered or jettisoned from the aircraft by use of explosive devices.

**ELAPSED MAINTENANCE TIME (EMT)** - For the purposes of Maintenance Data Reporting, EMT is defined as the actual clock time, in hours and tenths, that maintenance was being performed on a job. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if five men complete a job in 2.0 hours of continuous work, the EMT=2.0 hours and the man-hours=10.0.

**ELECTROMAGNETIC COMPATIBILITY (EMC)** - Capability of electronic equipment or systems to be operated within a defined margin of safety in the intended environment at desired levels of efficiency without degradation due to interference.

**ELECTROMAGNETIC ENVIRONMENT (EME)** - Composite of all radiated and conducted electromagnetic energy encountered by a military platform when performing its assigned mission in its intended environment.

**ELECTROMAGNETIC INTERFERENCE (EMI)** - Any electromagnetic disturbance that interrupts, obstructs, or otherwise degrades or limits the performance of electronics/electrical equipment.

**ELECTROSTATIC DISCHARGE (ESD)** - The transfer of electrostatic charge between bodies at different electrostatic potentials caused by direct contact or induced by an electrostatic field and is potentially damaging to electrical and electronic equipment.

**ELECTRONIC MATERIAL** - Those electronic devices employed in the field of detection and tracking (underwater, sea, land, air, and space), recognition and identification, communication, aids to navigation, weapons control and evaluation, flight control, and electronic countermeasures. Electronic devices are understood to include peculiar nonelectronic units required to complete individual operational functions, such

as power supplies, hoist mechanisms, antennas, and vehicles but to exclude associated nonelectronic equipment identified by other type designating systems.

END ARTICLE - An end weapon, aircraft system, subsystem, component, or equipment being procured on a contract, including contractor furnished materials, for example, a transmission, an engine, a computer, or a radio. Certain end articles are treated as end items for documentation purposes under aviation [3M](#). This applies to repairable nonaeronautical equipment, such as a computer or radio. Aircraft engines are also treated as end items when documenting TD compliance or when work is performed on a removed engine. See [END ITEM](#).

END ITEM - A final combination of end articles, component parts and materials that is ready for its intended use, for example, aircraft, NC-2A, or avionics test bench.

ENGINE ACCESSORIES - Those items of equipment required for engine operation that are not an integral part of the engine. Such equipment is included in the engine [IPB](#). In most cases they are attached to the engine, but in special situations could be airframe mounted, such as oil pumps, fuel controls, engine driven fuel pumps, temperature amplifiers, afterburner controls, carburetors, magnetos, distributors, and ignition harnesses.

ENGINE COMPOSITION TRACKING (ECOMTRAK) SYSTEM - An automated system used for tracking the composition, location, and operating time/cycle counts or life usage indexes of aircraft engines, propulsion systems, modules, and life limited components. ECOMTRAK is used to develop long range schedules for inspections, removals, replacements, procurements, and rework schedules for these components, based on usage requirements and fixed or variable usage rates. It provides important support to the [RCM](#) Program.

ENGINE INSPECTION - See [INSPECTIONS](#).

ENGINEERING CHANGE PROPOSAL (ECP) - A term that includes both a proposed engineering change and the documentation by which the change is described and suggested.

ENGINEERING COGNIZANCE - The delegated authority for issuing, maintaining, and changing a specification, standard, or technical document.

ENLISTED AVIATION MAINTENANCE PERSONNEL TRAINING AND QUALIFICATION JACKET - A standardized official record that provides a repository for the accumulation of training for enlisted Marines engaged in aviation maintenance.

ENROUTE - The physical movement of aircraft incident to change in its physical or reporting custody. See [FERRY](#).

EQUIPAGE - The noninstalled articles, not usually associated with a specific model of aircraft, that make up the configuration on aircraft. Examples are life rafts, parachutes, safety belts, survival equipment, portable fire extinguishers, flight clothing, and similar items.

EQUIPMENT - All articles needed to outfit an individual or organization. The term refers to clothing, tools, utensils, vehicles, weapons, and similar items.

EQUIPMENT ALLOWANCE LISTS - A generic term indicating the publications, or sections thereof, that prescribe the equipment and weapons authorized for military organizations.

EQUIPMENT APPLICABILITY INDEX - A part of the Naval Aeronautical Publications Index which gives a listing of aircraft and equipment, arranged in alphabetical order, with applicable manuals shown by their publication number.

EQUIPMENT MAINTENANCE MANAGEMENT - The process of developing workload requirements, forecasting and planning, organizing, staffing, directing, and controlling the engineering, industrial, and other resources necessary to effectively and economically support the equipment operation objectives of the Navy.

EQUIPMENT OPERATIONAL CAPABILITY (EOC) CODE - EOC codes relate a particular system/subsystem within a T/M/S of equipment to a specific mission. An EOC code is a three-character alphanumeric code that identifies the degree of degradation to mission capability and the system responsible for the degradation. The first character (alpha) is documented on the VIDS/MAF Copy 1 (as applicable). The second and third characters (numeric) are computer generated from the first two positions of the WUC.

EQUIPMENT OUT OF SERVICE (EOS) - Nonoperational aircraft in relation to SCIR documentation. Those aircraft which are "OUT" of material condition reporting status and are reported in an inventory status code other than A.

EQUIPMENT PERFORMANCE DATA - Historical information relating to maintainability and reliability characteristics of systems, subsystems, and components of weapons systems and end items during their operational application.

EQUIPMENT, DIVISION OF - The following is a sequential listing of equipment divisions:

- a. PART - Pieces joined together that are not normally subject to disassembly without destruction of the designed use.
- b. SUBASSEMBLY - Two or more parts that form a portion of an assembly or a unit, replaceable as a whole, but having a part or parts that are individually replaceable.
- c. COMPONENT/ASSEMBLY - A number of parts or subassemblies, or any combination, joined together to perform a specific function. This term applies to items that cannot be further disassembled for test or repair without requiring shop facilities.

**NOTE: The distinction between an assembly and a subassembly is not always exact. An assembly in one instance may be a subassembly in another where it forms a portion of an assembly.**

- d. UNIT - An assembly or any combination of parts, subassemblies, and assemblies mounted together, normally capable of independent operation in a variety of situations.
- e. GROUP - A collection of units, assemblies, or subassemblies, that is a subdivision of a set or system, but is not capable of performing a complete operational function.
- f. SET - A unit or units and the necessary assemblies, subassemblies, and parts connected or associated together to perform an operational function.
- g. SUBSYSTEM - A major portion of a system that performs a specific function in the overall operational function of the system.
- h. SYSTEM - A complete system within the weapon such as landing gear system, flight control system, or radar navigation system.
- i. ANCILLARY DEFINITIONS -

(1) **ACCESSORY** - A part, subassembly, or assembly designed for use in conjunction with or to supplement another assembly, unit, or set that contributes to the effectiveness without extending or varying the basic function of the assembly or set. An accessory may be used for testing, adjusting, or calibrating.

(2) **ATTACHMENT** - A part, subassembly, or assembly designed for use in conjunction with another assembly, unit, or set that contributes to the effectiveness by varying the basic function of the assembly or set.

**EXAMINATION** - An element of inspection consisting of investigation, without the use of special laboratory appliances or procedures, of supplies and services to determine conformance to those specified requirements that can be determined by such investigations. Examination is generally nondestructive and includes, but is not limited to, visual, simple physical manipulation, gauging, and measurement.

**EXCEEDANCE** - Surpassing or exceeding a life limit.

**EXCESS PROPERTY** - Property in the possession of any component of **DOD** that exceeds the quantity required or authorized for retention by that component.

**EXECUTIVE SERVICE** - The **DOD** service that is formally designated, assigned responsibility, and delegated authority for life-cycle management of a multiservice aeronautical system.

**EXPEDITIOUS REPAIR (EXREP)** - The processing for repair of **NIS** or **NC** components (repairable or consumable). These components must be in support of, or related to, an **NMCS** or **PMCS**, situation. This processing is accomplished by the immediate removal of the component from the aircraft, expedited delivery and induction for repair, and the earliest return to **RFI** status for supply issue under the standard material issue priority system.

**EXPENDABLE SUPPLIES AND MATERIAL** - Supplies that are consumed in use, such as ammunition, paint, fuel, cleaning and preserving materials, or supplies that lose their identity, such as spare parts. Sometimes, they are referred to as consumable supplies and material.

**EXPERIMENTAL AIRCRAFT** - Aircraft acquired by the Navy solely for use in research and development.

**EXPLOSIVE ORDNANCE** - Complete air launched weapon system(s) and components, except torpedoes and mines. Torpedoes and mines, supported by the **COMNAVSEASYS**COM, are in some cases adapted to aircraft delivery. **COMNAVAIRSYS**COM is responsible for the modification and equipment necessary to carry these weapons in aircraft.

**EXPLOSIVE SYSTEM** - Includes its components and the operationally adjacent mechanisms. Examples of explosive systems are: small arms, chaff dispensers, projectiles, bombs, missiles, rockets, targets using explosive materials, mines, torpedoes, grenades, charges, rounds, **CADs**, **PADs**, explosively operated stud drivers, gun mounts, missile grenades, and sonobuoys.

## **F**

**FACILITY** - Any building, property, space, shop, hangar, work center, or parking area, both afloat and ashore, used for the upkeep, maintenance, and repair of aircraft, aircraft weapon systems, or aircraft components.

**FACILITY MAINTENANCE** - Routine, recurring work required to keep a facility, plant, building, structure, ground facility, utility system, or any real property in such a condition that it may be continuously used at its original or designed capacity, efficiency, and intended purpose.



**FAILURE** - The event, or inoperable state, in which any item or part of an item does not, or would not, perform as previously specified.

**FAILURE CAUSE** - The physical or chemical processes, design effects, quality defects, part misapplication or other processes which are the basic reason for failure or which initiate the physical processes by which deterioration proceeds to failure.

**FAILURE MODE** - The specific manner of failure; the engineering mechanism of failure; the circumstance or sequence of events which leads to a particular functional failure.

**FAILURE RATE** - The number of failures of an item per unit measure of life (cycles, time, miles, events, etc. (as applicable) for the item).

**FEDERAL AVIATION ADMINISTRATION (FAA) EVALUATIONS** – The engineering, test planning, ground testing, flight testing, test reports, flight manual supplements, and procedures for continued airworthiness required by the FAA for granting or amending a Type Certificate or granting a Supplemental Type Certificate.

**FEDERAL LOGISTICS DATA (FEDLOG)** - is an interactive query system using a variety of types of search data to significantly reduce the time required to access all information necessary to identify and order supplies.

**FERRY** - The process of flying an aircraft from one physical location to another. Within the aviation community this term has two meanings: any flight whose primary purpose is relocation of the airframe; portable ferry flights conducted per [ACC's/TYCOM's](#) directives. These flights are funded by an organization other than the aircraft reporting custodian. This definition applies to all applications of the term ferry as it appears in this instruction.

**FIELD CALIBRATION ACTIVITY (FCA)** - An [I-level](#) (W/C 670) calibration activity that provides calibration/repair services to [MEASURE](#) participants.

**FIELD LEVEL REPAIRABLE (FLR)** - A low cost repairable, capable of being restored to serviceable condition at the [IMA](#), as indicated by the [SM&R](#) code. Final disposition of an FLR usually rests with the IMA.

**FIELD SERVICE REPRESENTATIVE** - An employee of a manufacturer of military equipment or components who provides liaison or advisory service between the company and the Navy for their company's equipment or components. See [CONTRACTOR ENGINEERING AND TECHNICAL SERVICES \(CETS\)](#).

**FIRST-DEGREE REPAIR** - The repair of gas turbine engines to a depth which includes and goes beyond that repair authorized for second- and third-degree [IMAs](#). It includes compressor rotor replacement and disassembly to a degree that the compressor rotor is removed. Any degree of repair which requires compressor rotor removal constitutes first-degree repair. Only those activities specifically designated as first-degree repair activities and included in [NAVAIR NOTE 4700](#) will be outfitted to accomplish repair of that magnitude.

**FIX PHASE** - The portion of a scheduled inspection that involves the correction of discrepancies found during the look phase.

**FIXED ALLOWANCE MANAGEMENT AND MONITORING SYSTEM** - A mechanized supply data base management system used by most major naval air activities to support the [IMA](#) supply operation. It is a subsystem of the [UADPS](#) presently in use throughout the Navy.

FIXED INDUCTION DATE (FID) - Fixed [IMC/P](#) due dates for maintenance intervals as determined by [RCM](#) analysis. For IMC/P aircraft, the fixed date is determined for the start of a [PMI](#) and is numbered sequentially within a tour. FID1 marks the start of the tour and is equal to the PED of the previous tour.

FIXED SERVICE PERIOD (FSP) - Fixed [IMC/P](#) tour is a cycle which combines all [PMIs](#) and [POIs](#) completing all scheduled [D-level](#) requirements.

FLEET AVIATION SPECIALIZED OPERATIONAL TRAINING GROUP (FASOTRAGRU)- An activity that trains fleet personnel under [TYCOM](#) direction in operational and tactical usage of weapon systems and in aviation maintenance management and administration.

FLEET CONTROLLED MATERIAL - Material under the requisitioning, rationing, and issue control of the aviation [TYCOMs](#), [COMNAVAIRFOR](#), or their designated controlling agencies. A list of fleet controlled material is published by the Aviation Material Offices, Norfolk, VA and San Diego, CA.

FLEET INTRODUCTION PROGRAM - An accelerated flight program that lasts approximately 100 flight hours per aircraft. Normally conducted at the [NAVAIRWARCENACDIV](#) Patuxent River for the purpose of introducing a new model to fleet personnel for indoctrination in the operation and maintenance of the aircraft. A secondary purpose is to provide a further check on the readiness of the aircraft for fleet delivery.

FLEET MARINE FORCE (FMF) - A force of arms comprising land, air, and surface elements of the U. S. Marine Corps. The FMF is an integral part of a U. S. Fleet and has the status of an operational [TYCOM](#).

FLEET READINESS ACTION GROUP (FRAG) - An organization unit within a [NAVAIRDEPOT](#) which provides assistance to the fleet.

FLEET REPLACEMENT ENLISTED SKILLS TRAINING (FREST) - An enroute training program for specific weapon systems or equipment designated courses, provides training in familiarization, operation, and maintenance of the weapon system to be maintained in formal classrooms and practical application experience.

FLEET SUPPORT TEAM (FST) - The Integrated Program Team assigned the responsibility to perform specified in-service engineering and logistics functions by the [PMA](#).

FLIGHT - A flight begins when the aircraft first moves forward on its takeoff run or takes off vertically from rest at any point of support and ends after airborne flight when the aircraft is on the surface and either; (a) the engines are stopped, (b) the aircraft has been on the surface for 5 minutes, or (c) a change is made in the pilot in command. A series of landings is considered part of one flight and the provisions of (b) above do not apply. [OPNAVINST 3710.7](#) contains a more precise definition.

FLYABLE - An aircraft in such material condition as to be safe and capable of normal flight operations without regard to: capability to perform a specific mission, weather, personnel availability, base condition, fuel condition, armament, or flight schedule.

FOREIGN OBJECT DAMAGE (FOD) - Damage to aeronautical equipment, for example, aircraft, engines, missiles, drones, and SE caused by an object(s) external to the equipment. (Gas turbine engine FOD is defined as damage that exceeds serviceable limits caused by ingestion of objects not organic to the damaged engine.)

FORMATS - Reports generated from the [MEASURE](#) Program that list specific information in varying formats. Formats are either generated locally or published and distributed by [MOCCs](#) Norfolk and San Diego to customer services and calibration facilities. In addition to standardized formats, standard and adhoc queries



are available via on-line access to the cognizant MOCC. The following defines typical formats utilized by [COMNAVAIRSYSCOM](#) maintenance activities:

a. Inventory Format 310 - The customer activity maintains the inventory and is responsible for the accuracy of the information. Provides important information, such as P/N, S/N, subcustodian, calibration interval, scheduled laboratory code, and next due date.

b. Inventory Format 350 - Normally distributed by customer activities and maintained by subcustodians. Format 350 lists only items from the parent Format 310 that is checked out to and under physical control of the subcustodian.

c. Laboratory Recall Format 801/803 - A report that lists all items requiring calibration during a specified time frame. Format 801 is sorted by customer activity and next due date and the Format 803 is sorted by next due date. The report lists items requiring servicing in-lab and on-site, by due date, for the current month, the following 3 months, and items overdue for calibration.

d. Recall Format 802/805 - A report that lists all items requiring calibration during a specified time frame. Format 802 is sorted by subcustodian and next due date and the Format 805 is sorted by next due date. Customer activities distribute Format 802 reports to appropriate subcustodians. The report lists items requiring servicing in-lab and on-site, by due date, for the current month, the following 3 months, and items overdue for calibration.

**NOTE:** Refer to [OP43P6B](#) for other available [MEASURE](#) reports.

FOUNDATION TIER – A publisher and subscriber server located at [O-](#) or [I-level](#) activities.

FULL MISSION CAPABLE (FMC) - Material condition of an aircraft that can perform all of its missions. FMC is subdivided into FMC Maintenance (M) and FMC Supply (S). FMC Hours = MC Hours - ([PMC](#) Hours + [OPC](#) Hours).

FULL MISSION CAPABLE MAINTENANCE (FMCM) - The material condition of an [FMC](#) aircraft that is not [OPC](#) because of maintenance requirements existing on inoperable subsystem(s) which degrade the end item from OPC to FMCM. FMCM time starts when the condition is discovered, except when the discovery is made in flight. In flight malfunction FMCM time starts at the termination of flight. FMCM time stops when maintenance is completed or interrupted by a supply shortage. Report work stoppage resulting from parts nonavailability as [FMCS](#). FMCM time resumes when required supply item(s) are delivered to the maintenance activity. FMCM Hours = FMC Hours - FMCS Hours. See FULL MISSION CAPABLE (FMC).

FULL MISSION CAPABLE SUPPLY (FMCS) - The material condition of an [FMC](#) aircraft not [OPC](#) because maintenance required to correct the discrepancy which degrades the end item from OPC to [FMCM](#) cannot continue because of a supply shortage. Start FMCS time when a supply demand has been made for an item required to continue maintenance. Stop FMCS time at the time the material is delivered to the designated delivery point or change of [EOC](#) code. FMCS Hours = FMC Hours - FMCM Hours. See FULL MISSION CAPABLE (FMC).

FUNCTIONAL CHECK FLIGHT (FCF) - Flights performed to determine if the airframe, power plant, accessories, and items of equipment are functioning per predetermined requirements while subject to the intended operating environment. FCFs are conducted when it is not feasible or possible to determine safe/required functioning by means of ground checks.

FUNCTIONAL TEST - The testing of installed aircraft/engines, accessories, and equipment to determine proper functioning, particularly with respect to the applicable system.

FUND CODE - The project tracking funding codes. A two-digit code identifying the operating budget and the appropriate expense element. Fund codes are used to charge the appropriate [TYCOM's](#) funds and to identify the nature of the expense.

## G

GAS TURBINE ENGINES - All turbine engines, whether used to power flight (including target drones, missiles, and missile targets), for auxiliary power, or for starting purposes. Airborne or ground units are included in the meaning of this term.

GENERAL SERVICES ADMINISTRATION (GSA) - An integrated manager responsible for supporting all federal agencies for specific classes of material or specific items within classes assigned to other integrated managers.

GOVERNMENT FURNISHED EQUIPMENT (GFE) - Equipment that has been selected and is to be furnished by the government to a contractor or government activity for installation in, use with, or in support of the aeronautical system during production, conversion, or modification.

GOVERNMENT FURNISHED EQUIPMENT (GFE) MANAGER - The designated individual or office assigned by the Executive Service Program Manager responsible for the GFE Program. The GFE Manager provides a central point of contact for all GFE as related to the Aeronautical System Program.

GOVERNMENT FURNISHED MATERIAL - Any material the government owns and is furnished to a contractor in the performance of a contract. See [GOVERNMENT FURNISHED EQUIPMENT \(GFE\)](#).

## H

HELICOPTER DYNAMIC COMPONENT - The part or series of parts that transmits power from the aircraft power plant to the rotary wing and rotary rudder (main, intermediate, and tail gear boxes; main and tail rotors; clutches and related drive shafting).

HOT REFUELING - An operational evolution where an aircraft is refueled while the engine(s) is (are) operating.

HOT SEATING - An operational evolution where the pilot/crew of an aircraft is changed while the engine(s) is (are) operating and the aircraft is to be immediately relaunched.

HUMAN PERFORMANCE REQUIREMENT REVIEW (HPRR) - A [CNO](#) sponsored review of designated weapon system training courses, which identifies training track, course, [NEC](#) or [MOS](#), and curriculum deficiencies. The HPRR initiates corrective action and establishes tailored training tracks for enlisted aviation billets.

(A

## I

I-LEVEL CALIBRATION ACTIVITY - A Navy activity, other than a Navy calibration or standards laboratory, authorized by the [TYCOM](#) and [COMNAVAIRSYSCOM](#) to perform calibration.

ILLUSTRATED PARTS BREAKDOWN (IPB) - A manual containing illustrations and part numbers for all parts of the aircraft or equipment on which it is issued. The IPB contains information required for ordering parts, including part numbers, and for identifying parts and arrangements of parts in assemblies.

INTEGRATED MAINTENANCE CONCEPT/PLAN (IMC/P) - IMC/P replaces [ASPA/SDLM](#) and [PACE/MCAPP](#) for a specific [T/M/S](#) aircraft. This scheduled [D-level maintenance](#) emphasizes a [FID](#) and may segregate the [OSP](#) into a smaller [POI](#) and [PMI](#). Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.

INACTIVE AIRCRAFT - Nonprogram and reserve stock aircraft.

INACTIVE TIME - That time during which an item is in the inactive inventory.

**INDIVIDUAL MATERIAL READINESS LIST (IMRL)** - A consolidated list shows items and quantities of certain SE required for material readiness of the aircraft ground activity to which the list applies. The lists are constructed by extracting those portions of SERMIS that pertain to the maintenance and material logistics responsibilities of the activity to which the list applies. See [AIRCRAFT INTERMEDIATE MAINTENANCE MATERIAL READINESS LIST \(AMMRL\) PROGRAM](#).

**INDIVIDUAL TRAINING STANDARDS SYSTEM (ITSS)** - A Marine Corps performance based, standardized, documentable, level progressive, technical skills training management and evaluation program for enlisted Marines engaged in aviation maintenance.

**INDUSTRIAL ESTABLISHMENT** - Naval aeronautical production establishments, organized along industrial rather than military lines. These establishments are equipped to perform aircraft rework on a large scale and an extremely wide scope. They are capable of performing limited manufacturing work. Only Navy and Marine Corps activities designated as [NAVAIRDEPOT](#)s are included in this explanation.

**INITIAL OUTFITTING** - The process of issuing, assembling, and delivering allowances of aeronautical material and equipment to vessels in any one of the following categories: (1) new construction, (2) conversion, or (3) activating from reserve fleets.

**INITIAL TRAINING** - Training performed to enable the training agency to acquire the capability for training. Normally, the initial cadre is composed of instructional personnel. The scope of initial training includes furnishing those training aids, for example, transparencies, charts, diagrams, and films, or devices evolved by the manufacturer in the production of new weapons systems, preparation of technical or instructional publications, and initial instructional training.

**INITIATION OF PROCUREMENT ACTION** - The time when the approved document requesting procurement and citing funds is forwarded to the procuring activity. See [PROCUREMENT LEAD TIME](#).

**IN-SHOP MAINTENANCE** - Work that requires the use of shop facilities and cannot be normally performed outside the shop. (Bench test and component disassembly and repair are examples of in-shop maintenance work.)

**INSPECT** - To compare the characteristics of an item with established standards.

**INSPECTION** - The examination and testing of supplies and services, including raw materials, components, and intermediate assemblies, to determine whether they conform to specified requirements.

**INSPECTIONS, AIRCRAFT/ENGINE** -

a. **ACCEPTANCE INSPECTION** - An inspection performed at the time a reporting custodian accepts a newly assigned aircraft, from any source, including return of an aircraft from an [off-site](#) depot facility. It includes an inventory of all equipment listed in the [AIR](#), verification of [CADs](#) and [PADs](#), a configuration verification, hydraulic fluid sampling, a daily inspection, and a complete [FCF](#). For acceptance inspection purposes, verification of CADs, PADs, and configuration is accomplished by visual external inspection and record examination only. Disassembly beyond the daily inspection requirements of applicable [PMS](#) publications is not required. Verify accuracy of flight hours on the Monthly Flight Summary (OPNAV 4790/21A) by checking the PERIOD and SINCE NEW blocks and operating hours on the Equipment Operating Record (OPNAV 4790/31A) by checking the ACCUM block. Activities may elect to increase the depth of inspection if equipment condition, visual external inspection, or record examination indicates such action is warranted. Post-depot inspection requirements may be less stringent than acceptance inspection requirements as determined by the [T/M/S](#) Program Manager.

b. **CONDITIONAL INSPECTION** - An inspection conducted as a result of a specific overlimit condition, or as a result of circumstances or events which create an administrative requirement for an inspection. Examples of overlimit conditions include hard landing, overstress, overtemp, lightning strike, overweight takeoff or landing, and field arrestment. Examples of administrative actions or requirements include precarrier or postcarrier inspections, one-time inspections directed by higher authority (not directed by a TD), and compass calibrations (when not directed by special inspection **MRCs**).

c. **DAILY INSPECTION** - An inspection conducted to inspect for defects to a greater depth than the turnaround inspection.

d. **MAJOR ENGINE INSPECTION** - A comprehensive inspection performed to determine the material condition of the engine. This inspection is performed with the engine removed from the aircraft.

e. **PHASE INSPECTION** - A series of related inspections performed sequentially at specific intervals. These inspections are the result of dividing the maintenance requirements into small packages containing approximately the same workload.

f. **PRE-DEPOT INSPECTION** - An inspection performed prior to induction to on-site standard rework. It includes an inventory of all equipment listed in the **AIR**, verification of **CADs** and **PADs**, and a configuration verification.

g. **POST-DEPOT INSPECTION** - An inspection performed at the time a reporting custodian receives an aircraft from on-site standard rework. It includes an inventory of all equipment listed in the **AIR**, verification of **CADs** and **PADs**, configuration verification, hydraulic fluid sampling, and a daily inspection. Activities may elect to increase the depth of inspection if equipment condition, visual, external inspection, or record examination indicates such action is warranted.

h. **SPECIAL INSPECTION** - A scheduled inspection with a prescribed interval other than daily, phase, major engine, or **D-level maintenance**. The intervals are specified in the applicable **PMS** publication and are based on elapsed calendar time, flight hours, operating hours, or number of cycles or events, for example, 7, 14, 28 days; 50, 100, 200 hours; 10, 100 arrestments; or 5000 rounds fired.

i. **TRANSFER INSPECTION** - An inspection performed at the time a reporting custodian transfers an aircraft to another operating activity including delivery to an **off-site** depot facility. It includes an inventory of items listed in the **AIR**, verification of **CADs** and **PADs**, configuration verification, and a daily inspection. CAD, PAD, and configuration verifications are performed by visual external inspection and record examination only. Disassembly beyond daily inspection requirements of applicable **PM** publications is not required. Verify flight hours are correct on the Monthly Flight Summary (OPNAV 4790/21A) by checking the Period and Since New blocks. In addition, verify correct operating hours on the Equipment Operating Record (OPNAV 4790/31A) by checking the ACCUM block. Activities may elect to increase inspection depth if the aircraft material condition or record examination indicates such action is warranted. Aircraft transferred from a depot or commercial repair activity require hydraulic fluid sampling prior to transfer.

j. **TURNAROUND INSPECTION** - An inspection conducted between flights to ensure the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight.

k. **ZONAL INSPECTION** - A general inspection of a specific area of aircraft or **SE** at a scheduled interval. These inspections are for obvious defects, such as leaks, frayed cables, cracks, corrosion, or physical damage. Zonal inspections are normally performed in conjunction with other scheduled maintenance tasks, by the rating assigned. For example, an **AT** rating assigned to perform an inspection on a radar antenna might also be assigned a zonal inspection of the entire compartment for obvious defects.

INSPECTIONS, SUPPORT EQUIPMENT (SE) -

a. ACCEPTANCE INSPECTION (SE) - An inspection performed at the time a reporting custodian accepts a newly assigned item of SE or upon return from a depot or commercial repair activity. It includes an inventory of all records and components that make up the item of SE, a configuration verification, a preoperational inspection as required by the applicable MRCs, hydraulic fluid sampling, and a functional test. The activity receiving the item of SE may elect to increase the depth of inspection if the SE condition indicates such action is warranted and shall screen the item for any PM that may have come due during the time it was shipped.

b. PERIODIC INSPECTION - An inspection performed on a unit of SE, in both the static and functional state, to detect defects that may have occurred since the last inspection. The period for performance of these inspections is established in increments of weeks.

c. PREOPERATIONAL INSPECTION - A static or functional inspection, performed by the activity having physical custody, to verify that a unit of SE is properly serviced and ready for use. These inspections are performed prior to each use as specified on the MRCs.

d. TRANSFER INSPECTION (SE) - An inspection performed at the time a reporting custodian transfers an item of SE on a permanent basis or upon return from a depot or commercial repair activity. It includes an inventory of all records and components that make up the item of SE, a configuration verification, a preoperational inspection as required by the applicable MRCs, and a functional test. The activity transferring the SE may elect to increase the depth of inspection if the SE condition indicates such action is warranted and shall screen the item for any PM that may have come due during the time it was shipped. SE transferred from a depot or commercial repair activity require hydraulic fluid sampling prior to transfer.

e. ZONAL INSPECTION - A general inspection of a specific area of aircraft or SE at a scheduled interval. These inspections are for obvious defects, such as leaks, frayed cables, cracks, corrosion, or physical damage. Zonal inspections are normally performed in conjunction with other scheduled maintenance tasks, by the rating assigned. For example, an AT rating assigned to perform an inspection on a radar antenna might also be assigned a zonal inspection of the entire compartment for obvious defects.

INSTRUCTIONS - Directives of a continuing nature that are effective until subsequently canceled. Instructions use a subject classification numbering system per the Navy directives system.

INTEGRATED LOGISTIC SUPPORT (ILS) - A composite of all the support considerations necessary to ensure the effective and economical support of a system for its life cycle. It is an integral part of all other aspects of system acquisition and operation. ILS is characterized by harmony and coherence among all the logistic elements.

INTEGRATED LOGISTIC SUPPORT (ILS) MANAGER - The individual responsible for (1) defining and executing an integrated support program for a weapon system or equipment acquisition; (2) interpreting the operational concept of weapon systems and equipment for the purpose of establishing ILS concepts, requirements, parameters, and constraints for inclusion in appropriate basic planning documents, requests for proposal, contracts, and ALSPs; and (3) accomplishing logistic support actions directly or assigning responsibilities for accomplishment to individual element managers within or external to the organization.

INTEGRATED MAINTENANCE CONCEPT/PLAN (IMC/P) - IMC/P replaces ASPA/SDLM and PACE/MCAPP for a specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a FID and may segregate the OSP into smaller periods of POI and PMI. Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.



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INTERACTIVE MULTIMEDIA INSTRUCTION (IMI) – Interactive Multimedia Instruction applies to predominantly interactive, electronically delivered training and training support products. IMI products include all instructional software, content, graphics and software management tools used to support instructional programs. (Military Handbook (MIL-HDBK-29612-3A.)

INTERCHANGEABLE ITEMS - Two or more items that have such functional and physical characteristics as to be equivalent in performance and durability, and are capable of being interchanged without alteration of the items themselves or of adjoining items except for adjustment.

INTERDEPARTMENTAL/AGENCY SUPPORT - Provision of logistic/administrative support in services or material by one or more military services to one or more departments or agency of the U. S. Government (other than military) with or without reimbursement. See [SERVICING](#).

INTERIM CHANGE - A change having an action classification of immediate or urgent and issued by message. See [CHANGE](#).

INTERMEDIATE MAINTENANCE ACTIVITY (IMA) - An aviation activity (ship or station) authorized to provide [I-level maintenance](#) support. It consists of the aircraft maintenance, supply, and weapons departments/divisions.

INTERSERVICE SUPPORT AND SERVICES - Action by one military service or element to provide logistic/administrative support to another military service or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or world wide basis.

INVENTORY CONTROL - The phase of military logistics that includes management, cataloging, requirements determination, procurement, distribution, overhaul, and disposal of material. Synonymous with material control, material management, inventory management, and supply management.

INVENTORY CONTROL POINT (ICP) - An organizational unit or activity within a [DOD](#) supply system, assigned the primary responsibility for the material management of a group of items either for a particular service or for the DOD as a whole. Material inventory management includes cataloging directions, requirements computation, procurement direction, distribution management, disposal direction, and general rebuild direction.

INVENTORY MANAGEMENT - See [INVENTORY CONTROL](#).

INVENTORY MANAGERS - See [INVENTORY CONTROL POINT \(ICP\)](#).

INVESTIGATION - Inquiry into a condition or situation systematically for the purpose of developing and providing factual information to cognizant authorities.

ITEM - Any level of hardware assembly, for example, segment of a system, subsystem, equipment, or component part.

ITEM OF SUPPLY - An item that is used, bought, stocked, or distributed so that only one distinctive combination of letters, numerals or both, identifies the same item throughout the [DOD](#).

ITEMS PROCESSED - This term identifies the total number of times an [AT](#) code is applied toward a [WUC](#).

## J

JULIAN DATE - The year and numerical day of the year identified by four numeric characters. The first character indicates the year and the remaining three characters specify the day of the year, for example, 5210 indicates the 210th day of 1995 or 28 July 1995.

## K

KIT - See [PARTS KIT](#), [PARTS KIT CODES](#), and [QUICK ENGINE CHANGE \(QEC\)](#).

## L

**LANDING** - The controlled return of an aircraft in flight to the surface. It includes touch and goes (carrier or field) providing the landing gear touches the surface. A bolter is an attempted arrested landing on a carrier in which the landing gear or hook touches the deck but the arresting gear is not engaged and the aircraft continues in flight.

**LEAD MAINTENANCE TECHNOLOGY CENTER (LMTC)** - An activity delegated the authority and assigned responsibility to perform specified engineering and logistics functions for developing and implementing maintenance processes and supportability requirements within a particular technology area, for example, Aviation Gas Free Engineering, Elastomeric Materials, Fluid Contamination, Paint and Organic Coatings, Materials Testing, Tires, and Welding. While LMTCs may assist [FSTs](#), they do not take the place of program FSTs, for example, FA-18, and F110.

**LEAD TIME** - A composite of production, administrative (both contractor and government), spares positioning, and shipping time.

**LEVEL OF SUPPLY** - The quantity of supplies or materials authorized or directed to be held in anticipation of future demands. See [OPERATING LEVEL OF SUPPLY](#), [SAFETY LEVEL OF SUPPLY](#), and [STOCKAGE OBJECTIVE](#).

**LIFE CYCLES** - The total life span of an aeronautical system beginning with the concept formulation phase and extending through the operational phase up to retirement from the inventory.

**LIQUID PENETRANT** - Methods used for the detection of surface cracks or discontinuities. The inspection surfaces are sprayed with or immersed in liquid, the excess liquid is removed, and the defect is indicated visually by color or fluorescence. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

**LOAN** - Aircraft loaned to non-Navy organizations for non-Navy purposes. A lease may or may not be required to cover the loan.

**NOTE:** Aircraft that are in the Navy inventory but not in the physical custody of the Navy are either on bailment or on loan. Bailment indicates usage by the bailee for the Navy, while loan indicates usage by the lesser for the lessee. See [BAILMENT](#).

**LOCAL ASSET MANAGEMENT SYSTEM (LAMS)** - An automated [MIS](#) which provides standardized local management of [IMRL](#) assets through the use of bar code technology. It provides for an accurate wall to wall inventory, which can be accomplished by unit personnel, resulting in significant reductions of manpower expenditures and operational disruptions.

**LOCAL PURCHASE** - The function of acquiring a decentralized item of supply from sources outside the [DOD](#).

**LOCAL REPAIR CYCLE ASSET (LRCA)** - Any repairable item in an activity's [OSI](#) fixed allowance for which local repair capability exists.

**LOGBOOK, AIRCRAFT** - See [AIRCRAFT LOGBOOK](#).

**LOGISTIC ELEMENT MANAGER** - Systems command or other designated organizations or activities responsible for the management of spares and repair parts, personnel, or facilities. A logistic element manager has the ultimate objective of acquiring and distributing adequate quantities of specific support items on a timely basis.

**LOGISTICS** - Military science in its planning and carrying out the movement and maintenance of forces. For its most comprehensive sense, those aspects of military operations that deal with design and development, acquisition, storage, movement, distribution, maintenance, evaluation, and disposition of material; movement, evaluation, and hospital inspection of personnel; acquisition or construction, maintenance, operation, and disposition of facilities; and acquisition or furnishing of services.

**LOGISTICS SUPPORT** - The materials and services required to enable the operating forces to operate, maintain, and repair the end item within the maintenance concept defined for that end item. Logistics support encompasses the identification, selection, procurement, scheduling, stocking, and distribution of spares, repair parts, facilities, SE, trainers, technical publications, [CETS](#), and personnel training as necessary to provide the operating forces with the capability needed to keep the end item in a functioning status. See [INTEGRATED LOGISTIC SUPPORT \(ILS\)](#).

**LOGISTICS SUPPORT EQUIPMENT** - Equipment used for the packaging, bulk handling, storage/stowage, and transportation of weapons and weapon components. Some of these items are categorized as materials handling equipment and ordnance handling equipment.

**LONG LEAD TIME ITEMS** - All parts for which the contractor, because of the length of time needed to meet end article delivery schedules, considers it essential to have firm orders placed prior to normal repair parts procurement schedules to permit delivery of the item to meet operational support dates.

**LOOK PHASE** - The portion of an inspection that includes the basic requirements outlined by the [PMICs](#), excluding repair of discrepancies, that cannot be completed within the time allotted on [MRCs](#).

**LOW CYCLE FATIGUE (LCF)** - A fatigue cracking failure mode that is defined by the frequency and characteristics of the loading that causes the crack. LCF is caused by stresses built up by mechanical/thermal cycles which occur only a few times per flight. The four most significant LCF events are: stop/start/stop cycles, rapid major changes in operating temperature, rapid major changes in rotational speed, and significant increases in aerodynamic loading of the blades/disks.

## **M**

**MACHINE RECORD** - A collection of related data elements, in machine-sensible language, treated as a unit of information. In maintenance data collection, a machine record is a segment of magnetic tape.

**MAGNETIC PARTICLE** - A method that uses magnetic fields for the purpose of detecting fine discontinuities at or near the surface of the part. This method is limited to ferromagnetic materials. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

**MAINTAINABILITY** - The ability to maintain an item in, or restore to, a specific operational condition by expending resources, including man-hours, at an acceptable rate when using prescribed procedures and resources.

**MAINTENANCE** - The function of retaining material in, or restoring it to, a serviceable condition. Its phases include servicing, repair, modification, modernization, overhaul, rebuild, test, reclamation, inspection, condition determination, and the initial provisioning of support items. The term has a very general meaning, ranging from a matter of minutes of squadron servicing, to a matter of months of industrial activity rework; the provision of maintenance material itself is within the meaning. Maintenance should be qualified to convey a specific meaning. See [MAINTENANCE TYPES](#) for distinctions in the scope of maintenance.

**MAINTENANCE (MATERIAL)** - All actions taken to retain material in a serviceable condition or to restore it to serviceability. It includes inspection, testing, servicing, classification as to serviceability, repair, rebuilding, and reclamation.



**MAINTENANCE ACTION** - Any one of a number of types of specific maintenance operations necessary to retain an item in or restore it to a specified condition.

**MAINTENANCE ACTION FORM (MAF)** - A multi-purpose document used in the [MDS](#) and the [VIDS](#).

**MAINTENANCE ACTIVITY** - Any organization (activity or unit) of the naval establishment assigned the mission, task, or functional responsibility of performing aircraft upkeep or rework. Use of the term refers to organizations and personnel occupying aircraft maintenance facilities and using aircraft maintenance material, but does not include reference to the facilities or material themselves. Aircraft maintenance activities are classified as to levels of maintenance performed. The highest level a particular activity is responsible for performing is established as the activity's classification. This classification does not necessarily mean the activity involved is responsible for all lower levels of maintenance. See [AVIATION ACTIVITY](#).

**MAINTENANCE ALLOCATION TABLE** - Describes the function to be performed in the repair of gas turbine engines, identifying the degree of repair.

**MAINTENANCE AND SUPPORT PLANS** – Combined elements of a maintenance plan per [DODINST 5000.2-R](#) and referring to maintenance and logistical support documents, such as User's Logistic Support Plan, Post Production Support Plan, [ALSP](#), or [SSMP](#) maintenance manuals specific to a particular [T/M/S](#) aircraft.

**MAINTENANCE CODE** - Codes assigned to support items to indicate the maintenance levels authorized to remove and replace, repair, overhaul, assemble, inspect and test, and condemn items. Also assigned to maintenance tools and end items of SE to indicate the lowest level of maintenance requiring the item. See [SOURCE, MAINTENANCE, AND RECOVERABILITY \(SM&R\) CODE](#).

**MAINTENANCE CONCEPT** - The planned or envisioned methods that will be employed to sustain the aeronautical system/equipment at a defined level of readiness or in a specified condition in support of the operational requirement. This includes significant aeronautical system/equipment characteristics, for example, built-in test, compatibility with existing or planned testing and SE, and a generalization of logistics support element requirements (manpower, equipment, facilities, and workload distribution throughout the defined maintenance level). The maintenance concept is initially stated by the government for design and support planning purposes and provides the basis or point of departure for development of the plan to maintain. The maintenance concept may be influenced or modified by economic, technical, or logistics considerations as the design development of the aeronautical system/equipment proceeds.

**MAINTENANCE CONTROL** - The functional organization within the [OMA](#) responsible for workload control.

**MAINTENANCE DEPARTMENT** - The part of an activity responsible for the aircraft maintenance functions, also considered a maintenance activity. In the shore establishment, stations responsible for [I-level](#) maintenance will have maintenance departments. See [MAINTENANCE DIVISION/BRANCH](#).

**MAINTENANCE DEPTHS** - The complexity or extensiveness of aircraft maintenance functions, for example, the extent of disassembly, the complexity of a test.

**MAINTENANCE DETACHMENT** - The part of an aircraft maintenance activity geographically separated from but administered by the parent activity.

**MAINTENANCE DIVISION/BRANCH** - The part of an activity responsible for the activity's aircraft maintenance functions; or the part of an aircraft maintenance department responsible for a specific part of the department's functions, for example, repair of power plants. In the shore establishment, stations responsible

for only [I-level](#) and [O-level](#) maintenance will have maintenance divisions of operations or air departments. See [MAINTENANCE DEPARTMENT](#).

**MAINTENANCE ENGINEERING** - The discipline of maintenance which develops concepts, criteria, and technical requirements during the conceptual and acquisition phases to be applied and maintained in a current status during the operational phase to ensure timely, adequate, and economic maintenance support of weapon systems and equipment.

**MAINTENANCE ENGINEERING ANALYSIS** - The composite analytical studies, decisions, and related documentation conducted in connection with the design of an item to determine or influence the maintainability and reliability characteristics of the item and to determine the total support requirements resulting from the design. For new items, the analysis is conducted concurrently with the design process. For existing or off-the-shelf items, the analysis is conducted as required to determine the characteristics and resulting support requirements.

**MAINTENANCE FACILITY** - Any building, property, or space designed for, available to, or used by aircraft maintenance activities. Use of the term refers to shops, hangars, or parking areas, both afloat and ashore, used primarily for aircraft upkeep or rework purposes. Use of the term does not refer to the organization's personnel, responsibilities, or material (except installed aircraft SE). Aircraft maintenance facilities are classified by the levels of maintenance they are designed for or used to support. The highest level is established as the facility's classification. This classification does not necessarily indicate the facility involved includes facilities for all the lower levels of maintenance. See [MAINTENANCE FACILITY MODULE](#).

**NOTE:** The term aircraft maintenance facility includes installed aircraft SE when applied to Navy facilities. When applied to Marine Corps facilities, it does not.

**MAINTENANCE FACILITY MODULE** - Standard design increments of aircraft maintenance facilities that permit the construction of a facility without additional design other than that of site adaptation and orientation. There will be two standard modules for use within the naval establishment; intermediate and organizational as required by the functional responsibility of the aircraft maintenance activity or activities that will be the tenant(s) of the facility involved.

**MAINTENANCE FUNCTIONS** - A detailed statement of the aircraft maintenance work of each aircraft maintenance level. Maintenance functions stem from maintenance tasks, are assigned by [COMNAVAIRSYSCOM](#), and are classified as to the aircraft maintenance levels to which they apply.

**MAINTENANCE INSTRUCTIONS MANUAL (MIM)** - Contains instructions for [O-level](#), [I-level](#), and [D-level maintenance](#) and servicing of a specific weapon system and related airborne equipment including SE.

**MAINTENANCE LEVELS** - Maintenance tasks divided into the number of levels required so common standards can be applied to the many and varied aircraft maintenance activities of the military establishment. They are increments of which all maintenance activities are composed. [JOINT PUB-1-02](#) defines the three levels as depot, intermediate, and organizational.

a. **D-LEVEL MAINTENANCE** - Maintenance done on material requiring major rework or a complete rebuild of parts, assemblies, subassemblies, and end items, including manufacture, modification, testing, and reclamation of parts as required. D-level maintenance serves to support lower levels of maintenance by providing technical assistance and performing maintenance beyond the responsibility of [O-level](#) and [I-level maintenance](#). D-level maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities.

b. **I-LEVEL MAINTENANCE** - Maintenance which is the responsibility of, and performed by, designated maintenance activities for direct support of using organizations. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of nonavailable parts; and the provision of technical assistance to using organizations.

c. **O-LEVEL MAINTENANCE** - Maintenance which is the responsibility of, and performed by, a using organization on its assigned equipment. Its phases normally consist of inspecting, servicing, lubricating, adjusting, and replacing parts, minor assemblies, and subassemblies.

**MAINTENANCE MANAGEMENT** - The process of planning, organizing, staffing, directing, and controlling organic industrial resources required for physically performing equipment maintenance.

**MAINTENANCE PERFORMANCE DATA** - Data relating to the use and application of the work force, industrial equipment, and dollars to sustain weapons and end item equipments in an operational status.

**MAINTENANCE PLAN** - A document containing technical data, tailored to a specific weapon system maintenance concept, which identifies maintenance and support resource requirements to maintain aeronautical systems, equipment, and SE in an operationally ready state. The maintenance plan provides the interface between maintenance engineering and supply for provisioning purposes and communicates inputs to enable other logistic element managers to develop their hardware support requirements. The maintenance plan is designed as a tool for the shore community for integrated logistic support planning and is prepared per [NAVAIRINST 4790.22](#).

**MAINTENANCE PLANNING** - The design, method, or scheme for accomplishing an aircraft mission or reaching an aircraft maintenance objective or objectives.

**MAINTENANCE PROCEDURES** - Established methods for periodic checking and servicing of items to prevent failure or to effect a repair.

**MAINTENANCE PRODUCTION** - The activity of equipment maintenance involving the physical performance of those actions and tasks attendant to the equipment maintenance function for servicing, repairing, testing, overhaul, modification, calibration, modernization, conversion, inspection, etc. The accomplishment of these tasks is normally carried out at [O-level](#), [I-level](#), and [D-level](#) maintenance activities.

**MAINTENANCE PRODUCTION MANAGEMENT** - The process of planning, organizing, staffing, directing, and controlling organic industrial resources engaged in the physical performance of equipment maintenance. See [MAINTENANCE PRODUCTION](#).

**MAINTENANCE QA** - The actions by which it is determined material maintained, overhauled, reworked, modified, and reclaimed conforms to the prescribed technical requirements. See [AUDIT](#) and [QUALITY ASSURANCE \(QA\)](#).

**MAINTENANCE REQUIREMENTS CARD (MRC)** - Card sets issued by [COMNAVAIRSYSCOM](#) containing scheduled maintenance requirements applicable to [I-level](#) and [O-level](#) activities for the specific aircraft/SE for which they are issued. See [PERIODIC MAINTENANCE INFORMATION CARD \(PMIC\)](#).

**MAINTENANCE RESOURCES** - Personnel, materials, tools, equipment, facilities, technical data, and dollars provided to carry out the equipment maintenance mission.

**MAINTENANCE SCHEDULE** - A plan of procedures for carrying out specific jobs or projects in a maintenance activity's maintenance program; fixing the time when operations are to begin or be completed.

MAINTENANCE STATUS - The classification or condition of equipment undergoing preventive/ restorative action.

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM - Monitors engine and airframe operational status for unit failures, cautions, and advisory conditions and sends this information to the mission computer system for processing on selected aircraft.

MAINTENANCE TASK - Incremental maintenance elements performed by maintenance personnel in completing a maintenance action.

MAINTENANCE TECHNOLOGY - The specific application of engineering and science to develop techniques, procedures, and directives for the maintenance and support of aviation systems.

a. ADHESIVE BONDING - Adhesive material application and the associated preparation and post-bonding procedures. Includes testing and evaluating to understand properties pertaining to structural adhesives, nonstructural adhesives, adhesive bond strength and durability, adhesive substitutions, and ambient temperature storable adhesives.

b. AIRBORNE WEAPONS AND TARGETS MAINTENANCE - The activities and related technology required to repair and renovate airborne weapons and targets and their associated SE.

c. AIRBORNE WEAPONS MATERIALS - Research, support, development, testing, and evaluation of materials and associated processes used in airborne weapons. Included are tests for environmentally compliant materials and processes, for example, ozone depleting substance replacements; energetic materials, for example, warheads, rocket motors, and fuzes; composites, polymers, and plastics; metals and metal alloys; welding, brazing, and soldering; coatings, paints, and corrosion preventive compounds; adhesives and bonding agents; ceramics, optical windows, and missile domes; and electronic materials.

d. AIRCRAFT WIRING - The maintenance, design, engineering evaluation, logistics, testing, evaluation, and manufacture of aircraft wiring systems and components.

e. AVIATION GAS FREE ENGINEERING - Encompasses comprehensive engineering support to ensure the safety of all personnel involved with the handling and repair of aircraft and SE fuel cells and tanks.

f. BEARINGS - Refurbishment (repair) of bearings. A large percentage of bearing refurbishment involves the mixing of piece-parts from different bearings of the same part number. The piece-parts may be new or may have been remanufactured using existing manufacturing processes modified for application in bearing remanufacturing. Typical remanufacturing processes include grinding mounting surfaces, microhoning raceways, and plating retainers.

g. CANOPIES/TRANSPARENCIES - The refurbishing of transparent, plastic, and glass aircraft enclosures.

h. COMPOSITE REPAIR - The assessment of damaged composite parts and implementation of quality repairs through design, materials, testing, techniques, and processes necessary to successfully restore the part to its original design capabilities. This includes inspection and characterization of damaged material, design, and analysis of appropriate repair joint, determination of adequate materials and processing, and fabrication of the repair.

i. CORROSION PREVENTION/CONTROL - The protection of operational aircraft and SE systems from material corrosion through corrective and preventive maintenance actions. The protection of systems is

provided by, but not limited to, cleaning, inspections, corrosion removal and surface treatment, sealants, surface coatings, materials and processes selection, and emergency reclamation.

j. **ELASTOMERIC MATERIALS** - Items made of rubber and rubber-like materials including, but not limited to, fuel cells, o-rings, hoses, gaskets, seals, potting and sealing compounds, and protective elastomeric coatings.

k. **ELECTROCHEMICAL POWER SYSTEMS (BATTERIES)** - The activities and related technology required to manufacture, rework, maintain, and improve batteries for fleet support.

l. **ENGINE BLADE/VANE REPAIR** - Identifying, development, and implementation of repairs on DOD gas turbine engine components.

m. **ENGINE COMPOSITES** - The general Logistics Research and Development for the maintenance of composites on engines.

n. **ENVIRONMENTAL** - Maintenance processes and procurement actions to reduce/eliminate environmental pollutants.

o. **FAILURE ANALYSIS** - Engineering analysis of metallic materials to determine casual factors predisposing assemblies to malfunction. Factors such as deficiencies in design and material selection, manufacture and repair procedures, errors in assembly, and corrosion identification and control are considered.

p. **FLUID CONTAMINATION** - The characterization of dielectric coolants, hydraulic fluids, and engine lubricants for physical or chemical contamination as it reflects the operational condition of aircraft systems, components, and SE.

q. **FUELS/LUBRICANTS** - Life cycle support of fuels, lubricants, and associated handling and quality control equipment used for Naval aviation, including turbine engine fuels; turbine engine lubricants; piston engine lubricants; helicopter gearbox oils; fuel additives (fuel system icing inhibitor, corrosion inhibitor, antioxidant, metal deactivator); fuel filtration equipment (coalescers, separators, monitors, housings); fuel quality assurance equipment; aircraft fuel filters; refueling trucks/equipment; lubricant usage instruction; and fuel/refueling NATOPS manuals.

r. **HEAT DAMAGE EVALUATION** - The controlled addition of heat to/removal of heat from raw materials and aircraft components.

s. **HEAT TREATING** - The controlled addition of heat to/removal of heat from raw materials and aircraft components.

t. **INORGANIC COATINGS** - The various methods of coating applications and the physical and mechanical properties of various coatings. Inorganic coatings are defined as those metallic and intermetallic coatings applied to metallic substrates for dimensional restoration, corrosion protection, wear, etc. Examples include chromium plating, cadmium plating, physical vapor deposition, and ion vapor deposited aluminum. This technology is used to address the environmental issues pertaining to inorganic coatings, and the effectiveness of metallic and intermetallic coatings applied to metal and non-metal substrates for corrosion, erosion and wear protection.

u. **MATERIALS TESTING** - Mechanical testing and chemical analysis of material. Mechanical testing is the method by which the mechanical properties of a material are determined. Mechanical properties are properties of a material that reveal its elastic and inelastic behavior when force is applied. This indicates its suitability for mechanical applications, for example, modulus of elasticity, tensile strength, elongation,

hardness, and fatigue limits. Chemical analysis is the characterization of a substance by definite molecular composition.

v. **NONDESTRUCTIVE TESTING/INSPECTION** - The technologies (methods) for determining characteristics about the physical condition of a part of material, without permanently changing it. NDI is the application of nondestructive testing to the inspection of parts, structure, and material to determine condition and/or serviceability. Typical defects and conditions to be detected are those not detectable visually, like fatigue and stress corrosion cracks, inclusions, porosity, delaminations, disbonds, enclosed FOD, etc. The most frequently used nondestructive testing methods are Dye Penetrant, Magnetic Particle, Eddy Current, Ultrasonics and X-Radiography. Methods used less frequently in the aircraft industry include thermal imaging, gamma and neutron radiography, and acoustic emission.

w. **PAINT/ORGANIC COATINGS** - The application of materials on surfaces for the purposes of corrosion prevention, resistance to high-temperature scaling, wear resistance, lubrication, or other purposes. Application includes aircraft final paint, component paint, engine finish, avionics paint, oxygen and compressed gas system paint, and corrosion control.

x. **PRESERVATION** - The protection of aviation assets (aircraft, SE and mobile facilities) from material degradation during periods of inactivity, storage, or shipment.

y. **THERMAL SPRAY** - The process by which finely divided material in a molten (or semi-molten) condition is sprayed onto a substrate to form a coating. Feedstocks are in the form of powder, wire, or rod.

z. **TIRES** - The maintenance, performance, improvements, logistic support, and qualification of new sources for naval aviation.

aa. **TRIBOLOGY** - The design, friction, lubrication, and wear of contacting surfaces that move relative to each other. Examples include bearings, cams, and gears.

ab. **VIBRATION ANALYSIS** - The technology to detect, quantify, and eliminate defects in airframes, engines, and dynamic components for fixed and rotary wing aircraft. Application may be in troubleshooting, scheduled maintenance, or following specified condition-based maintenance.

ac. **WELDING/BRAZING** - A process used to join metals by the application of heat. Fusion welding includes, but is not limited to, oxyfuel welding, shielded metal arc welding, gas tungsten arc welding, gas metal arc welding, plasma arc welding, and electron beam welding.

**MAINTENANCE TRAINING IMPROVEMENT PROGRAM (MTIP) -**

**(D)**

**MAINTENANCE TRAINING REQUIREMENTS REVIEW (MTRR) -**

**(D)**

**MAINTENANCE TRAINING UNIT (MTU) -**

**(D)**

**MAINTENANCE TYPES** - Rework and upkeep are the two basic types of aircraft maintenance performed within the naval establishment without distinction as to levels of maintenance. **Rework** may be performed on any program aircraft (operating or nonoperating), aircraft equipment, or aircraft SE. It is performed only by industrial type activities assigned the mission, task, or functional responsibility of providing maintenance

program support. Rework is performed with both military and civilian personnel and is managed by the [COMNAVIAIRSYSCOM](#). Upkeep is performed only on operating aircraft, aircraft equipment, or aircraft SE. It is performed by military type activities assigned aircraft or equipment or assigned the mission, task, or functional responsibility of providing direct support to such activities. Upkeep is normally performed with military personnel and is managed by major operating commands. See [REWORK](#) and [UPKEEP](#).

MAJOR DEFECT - See [DEFECT](#)

MAJOR ENGINE INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

MALFUNCTION (MAL) DESCRIPTION CODE - A three-character numeric or alphanumeric code used to describe the malfunction occurring on or in an item identified by a [WUC](#).

MANAGEMENT - A general term to denote central executive direction and control of work by an individual or organization specifically assigned and funded to accomplish the function.

MANAGEMENT AUDIT - A periodic assessment of a command's managerial planning, organizing, actuating, and controlling compared to what might be the norm of successful operation. Management auditors do not appraise individual performance.

MANAGEMENT INFORMATION SYSTEM(S) (MIS) - Manual or automated techniques, makes information available for all echelons of management upon which to base management decisions.

MAN-HOURS - The total number of accumulated direct labor hours (in hours and tenths) expended in performing a maintenance action. Direct maintenance man-hours are man-hours expended by assigned personnel to complete the work described on the source document. This includes the functions of preparation, inspection, disassembly, adjustment, fault correction, replacement or reassembly of parts, and calibration/tests required in restoring the item to a serviceable status. It also includes such associated tasks as checking out and returning tools, looking up part numbers in the [IPB](#), transmitting required information to material control, and completing documentation of the [MAF](#).

MAN-MOUNTED EQUIPMENT - Equipment used to provide overall protection and comfort to the aircrew under various flight, emergency, and environmental conditions.

MANUFACTURER - Individual, company, firm, corporation, or government activity engaged in the fabrication of finished or semifinished products.

MANUFACTURER CODE - See [COMMERCIAL AND GOVERNMENT ENTITY \(CAGE\)](#).

MANUFACTURER PART NUMBER - See [REFERENCE NUMBER](#).

MARINE AVIATION LOGISTIC SQUADRON (MALS) - The unit or activity within a [MAG](#) assigned the mission of providing [I-level](#) support to the squadrons of the MAG.

MARINE AVIATION LOGISTICS SUPPORT PROGRAM (MALSP) - Provides the framework within which a variety of concepts, programs and allowances are developed to support each [T/M/S](#) aircraft that could be used to form the aviation combat element of a [MAGTF](#). The focus of the MALSP is to identify and integrate the personnel, SE, mobile facilities or shelters, and repair or spare parts required to sustain a [MAGTF](#) aviation combat element.

MASTER REPAIRABLE ITEM LIST (MRIL) - A listing, in [NIIN](#) sequence, of all repairable assemblies, indicating the [DRP](#) (Navy or commercial) and provides shipping instructions for these assemblies when they become defective. This list is published as [NAVSUP Publication 4107](#).



**MATCHED SET** - A group of two or more separate components that function together in a single system and are normally removed, repaired, checked, adjusted, calibrated, and installed together. Replacement of a single component of a matched system normally requires check/adjustment/calibration of the matched set.

**MATERIAL** - All items necessary for the equipment, maintenance, and support of military activities without distinction as to their application for administrative or combat purposes, excluding ships or naval aircraft.

**MATERIAL CONDITION** - Reporting status with respect to **SCIR**. See **MISSION CAPABLE (MC)**, **OPTIMUM PERFORMANCE CAPABLE (OPC)**, **FULL MISSION CAPABLE (FMC)**, **PARTIAL MISSION CAPABLE (PMC)**, and **NOT MISSION CAPABLE (NMC)**.

**MATERIAL CONDITION INSPECTION (MCI)** - MCI replaces **ASPA/SDLM** for a specific **T/M/S** aircraft which have been designated by **OPNAV N781** as nearing the end of their service life. These aircraft are no longer funded for **standard rework**. The purpose of MCI is not a **PED** adjustment, but to ensure airworthiness for an additional operational flying period specified by **OPNAV**.

**MATERIAL CONTROL** - See **INVENTORY CONTROL**.

**MATERIAL CONTROL CODE (MCC)** - A single alphabetic character assigned by the inventory manager to segregate items into more manageable groupings (fast, medium, or slow movers) or to relate to field activities special reporting/control requirements.

**MATERIAL CONTROL REGISTER** - A register established to record all requisitions for material passed to the Supply Support Center.

**MATERIAL HANDLING EQUIPMENT (MHE)** - Commercially available industrial equipment, such as forklifts, warehouse tractors, pallet trucks, and platform trucks. Some of these items are approved for use in ammunition and explosive ordnance handling operations, and are a category of logistic SE.

**MATERIAL MANAGEMENT** - See **INVENTORY CONTROL**.

**MATERIAL REPORTING (MR)** - The procedure whereby all supply action documents in support of maintenance are key entered.

**MATERIAL REQUIREMENTS** - Those quantities of items of equipment and supplies necessary to equip, provide a material pipeline, and sustain a service, formation, organization, or unit in the fulfillment of its purpose or task during a specified period.

**MEAN TIME BETWEEN FAILURES** - The total functioning life of a population of an item divided by the total number of failures within the population during the measurement interval. The definition holds for time, cycles, miles, events or other measure of life units.

**MEASURE OPERATIONAL CONTROL CENTER (MOCC)** - The Atlantic and Pacific terminals of the **MEASURE** automated information system network. These centers maintain data files for respective area customers and **MEASURE** participants. Products, as may be required, are produced and distributed via telecommunications, hard copy, or tape to elements of the distributed network and various agencies on a regular or as required basis.

**METER READING** - Meter readings apply to only those items that have a clock/meter installed. Readings will be in time, cycles, or starts to the nearest whole number.



**METROLOGY** - The science of measurement or determination of conformance to technical requirements including the development of standards and systems for absolute and relative measurements. See [CALIBRATION](#) and [MEASURE](#).

**METROLOGY AUTOMATED SYSTEM FOR UNIFORM RECALL AND REPORTING (MEASURE)** - A metrology system for the recall and reporting of test equipment by means of [MIS](#) techniques, maintains records of calibration and automatically recalls items when due for calibration. See [CUSTOMER ACTIVITY](#), [FIELD CALIBRATION ACTIVITY \(FCA\)](#), [FORMATS](#), [METER CARD](#), and [SUBCUSTODIAN](#).

**METROLOGY EQUIPMENT RECALL (METER) CARD** - Source document used to update the [MEASURE](#). All actions to [PME/TAMS](#) are reported to MEASURE via METER Cards.

**MID TIER** – Replication server that moves data from the publisher to subscriber ([Top Tier](#)).

**MILITARY STANDARD REQUISITIONING AND ISSUE PROCEDURE (MILSTRIP)** - A uniform procedure established by the [DOD](#) for its own use to govern requisition and issue of material within standard priorities.

**MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES (MILSTRAP)** - A procedure to enlarge [MILSTRIP](#) by extending the uniform communicating procedures, codes, forms, and formats for the transmission of items and the financial inventory data.

**MINOR DEFECT** - See [DEFECT](#)

**MISHAP, AIRCRAFT** - A naval aircraft mishap is an unplanned event or series of events, directly involving naval aircraft which result in ten thousand dollars or greater cumulative damage to naval aircraft, other aircraft [DOD](#) or non-DOD) and property (DOD or non-DOD). Property damage includes costs to repair or replace facilities, equipment or material; or an injury as defined in [OPNAVINST 3750.6](#).

**MISSILE AIRFRAME** - The assembled, principal structural components less propulsion system, control system, electronic equipment, and payload.

**MISSILE TARGETS** - All recoverable and nonrecoverable, remotely controlled or programmed, unmanned aerial target vehicles; also remotely controlled or programmed powered land target and target boats, but excludes drones.

**MISSION** -

- a. The objective; the task together with the purpose, which clearly indicates the action to be taken and the reason for it;
- b. In common usage, especially when applied to lower military units, a duty/task assigned to an individual; and
- c. The dispatching of one or more aircraft to accomplish one particular task.

**MISSION CAPABLE (MC)** - Material condition of an aircraft that can perform at least one and potentially all of its missions. MC Hours = [EIS](#) Hours - [NMC](#) Hours.

**MISSION ESSENTIAL** - Anything authorized and assigned to the approved combat and combat support forces which would be immediately employed to wage war and provide support for combat actions.

MISSION ESSENTIAL SUBSYSTEM - Subsystems of an aircraft required to perform the designated missions as determined by use of the applicable [MESM](#).

MISSION-ESSENTIAL SUBSYSTEM MATRICIES (MESM) - Published in [OPNAVINST 5442.4](#), lists, for each model, the equipment systems/subsystems that must be on board and in working order before an aircraft can qualify as mission ready.

MOBILE FACILITY (MF) - A relocatable tactical shelter and its related equipment. The principle application in naval aviation of an MF is to provide relocatable housing for aviation weapon systems and SE maintenance and related functions. They may be used on board ship as well as ashore.

MODEL DESIGNATION - Each Navy aircraft is designated by a combination of significant letters and numbers per the system contained in [OPNAVINST 13100.1](#). The designation generally indicates the type and mission capability of the aircraft, for example, P-3C.

MODULAR ENGINES - Engines consisting of several independent assemblies called modules, which by design can be removed/replaced without major disassembly of the engine or other modules, for example, compressor, combustion, turbine, afterburner, gearbox, torquemeter, or combination thereof.

MULTIPLE ORG (MULTI-ORG) CODES – The ability to have more than one ORG code assigned to an NTCSS NALCOMIS Foundation Server. The purpose of MULTI-ORG coding is to manage multiple assets assigned to different organizations on one NTCSS NALCOMIS Foundation Server.

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MULTIPLE ORG CODE DETACHMENT REPORTING (MULTI-ORG DET REPORTING) – This reporting provides the capability to allow a squadron to use one Foundation Server for homeguard and detachments that are currently at homeguard facilities. All data will be processed through the homeguard Foundation Server.

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## N

NALCOMIS Data Collection System Center (NDCSC), formerly Data Service Facility (DSF) - This facility maintains [NALCOMIS IMA](#) systems, [R-Supply](#), R-ADMIN, Aviation 3M Micro machine, operation and maintenance of the NALCOMIS OMA [Mid Tier](#) and [JATDI](#)/Technical Manual Server for aviation activities onboard shore stations.

NAMDRP CLEARINGHOUSE - COMNAVAIRSYSCOM (AIR-4.1) has established a [NAMDRP](#) clearinghouse to oversee the NAMDRP, process, and interface between the discrepancy reporting activities and the [FST](#). The function of the clearinghouse is to monitor the performance of the EI process, and help fleet activities resolve problems with specific discrepancy reports.

NAMDRP TOOL KIT - An electronic support system accessed via the <https://namdrp.navair.navy.mil/> web site. The tool kit is designed to be used by program [FST](#), [COMNAVAIRSYSCOM](#) Program Managers, private sector contractors, and fleet users to process exhibits and disseminate data and documentation pertinent to the NAMDRP process. This integrated approach ensures all personnel providing support to applicable programs have enough available information to enhance decision making at all levels. The tool kit implements state-of-the-art methods and tools for providing information, management philosophy, design methods, cost trade-off analysis, and modeling concepts to significantly improve the effectiveness of processing exhibits.

NATIONAL ITEM IDENTIFICATION NUMBER (NIIN) - A two-digit National Codification Bureau code combined with seven other digits. See [NATIONAL STOCK NUMBER \(NSN\)](#).

NATIONAL STOCK NUMBER (NSN) - A 13-digit number consisting of the four-digit [FSC](#) and the nine-digit [NIIN](#). Component segments of NSN 5330-00-123-4567 are identified as (a) FSC: 5330; and (b) NIIN: 00-123-4567.

NAVAL AIR TRAINING AND OPERATING PROCEDURES STANDARDIZATION (NATOPS) MANUAL - A manual of general flight and operating instructions applicable within the naval aviation establishment issued for individual aircraft which are intended to complement [OPNAVINST 3710.7](#).

NAVAL AVIATION LOGISTICS COMMAND MANAGEMENT INFORMATION SYSTEM (NALCOMIS) ORGANIZATIONAL LEVEL MAINTENANCE ACTIVITY (OMA) - A modern, real time,

on-line responsive computer based automated [MIS](#), allows Navy and Marine Corps aviation maintenance unit personnel to record flight and maintenance actions. [O-level maintenance](#) managers can use this data to quickly obtain timely and accurate aircraft and equipment maintenance status, scheduled maintenance requirements and additional information required in their day-to-day management and decision making process.

NAVAL AVIATION LOGISTICS DATA ANALYSIS (NALDA) - An automated data base and information retrieval system for aviation logistics management and technical decision support. Analysis capability is provided through interactive query and batch processing from remote terminals. NALDA assists users in making improved decisions affecting fleet aircraft readiness. Users can define, identify, and isolate logistics problem areas from a centralized data bank of integrated aviation logistics information.

NAVAL AVIATION MAINTENANCE PROGRAM STANDARD OPERATING PROCEDURES (NAMPSOP) - Standard operating procedures for maintenance programs and processes that provides standard procedures in sufficient detail to not require additional instructions written below [COMNAVAIRSYSCOM](#) level (with the exception of Local Command Procedures ([Volume V](#), Appendix E)).

NAVAL ESTABLISHMENT - Comprised of the Navy Department, Shore Establishment, and the Operating Forces of the Navy and the Operating Forces of the Marine Corps. Synonymous with [DON](#).

NAVY DEPARTMENT - Refers to the central executive offices of the [DON](#) located at the seat of government. The Navy Department is organizationally comprised of the Office of the Secretary of the Navy, which includes Civilian Executive Assistants, Office of Staff Assistants, and the headquarters organizations of the Office of Naval Research, the Office of the Judge Advocate General, and the ASN(FM/C) of the Navy; the Office of the [CNO](#), the Headquarters, Marine Corps; and, under the command of the CNO, the headquarters organizations of the Chief of Naval Personnel and the Chief, Bureau of Medicine and Surgery. In addition, the Headquarters, Coast Guard, is included when the United States Coast Guard is operating as a service in the Navy.

NAVY DIRECTIVES SYSTEM - Consists of instructions and notices employing the standard subject identification code numbering system for identification and filing purposes. The system is used throughout the Navy for issuing directives on policy, organization, administrative methods, or procedures.

NAVY INTEGRATED TRAINING RESOURCES AND ADMINISTRATION SYSTEM (NITRAS) - An automated system responsive to training information requirements from higher commands, provides automated capability to manage and support the training effort throughout the Navy.

NAVY TRAINING SYSTEMS PLAN (NTSP) - The official statement of billets, personnel, and training input and resource requirements to support introduction and operational use of aircraft, systems, subsystems, equipments, and other developments. The NTSP assigns responsibilities for planning, programming, and implementing actions necessary to provide the required support.

NAVY WORKING CAPITAL FUND (NWCF) - A working capital fund (revolving fund) established with the goal of recovering enough money from sales to replace sold material, used to finance the procurement and repair of secondary item inventories (including repairables), which will eventually be charged to the customer's end use funds. In addition to purchasing expense items to be centrally managed by [NAVICPs](#), the NWCF is also the funding mechanism by which the Navy acquires [DLA](#) or [GSA](#) managed expense items and places them in Navy retail inventory.

NEW PRODUCTION AIRCRAFT - Aircraft without regard to model or configuration that are in the first year of operational use by the fleet or training commands and not deployed aboard ships or overseas.

NONAVIATION SHIP - For [NAMP](#) purposes, ships not designated as Aviation Ship, such as CG, FFG, AFS, DD. Nonaviation ships may be air or aviation capable.

NONAVIONICS SE - Nonavionics SE (common and peculiar) includes all equipment that is nonelectronic in nature and may be powered or nonpowered. Examples of powered equipment are: mobile electric power plants, gas turbine powered service equipment, aircraft tow tractors, and hydraulic service units. Examples of nonpowered equipment are aircraft jacks, aircraft tow bars, aircraft slings, maintenance work stands, special fittings and fixtures.

NONDESTRUCTIVE INSPECTION (NDI) - Methods that may be applied to a structure or component to determine its integrity, composition, physical, electrical, thermal properties, or dimensions without causing a change in any of these characteristics. See [VISUAL OR OPTICAL INSPECTION](#), [LIQUID PENETRANT](#), [EDDY CURRENT](#), [MAGNETIC PARTICLE](#), [ULTRASONIC](#), and [RADIOGRAPHIC](#) for NDI methods in existence.

NONOPERATING AIRCRAFT - Any aircraft, for the purpose of flight operations, not currently filling an authorized allowance in an organizational unit. See [OPERATING AIRCRAFT](#).

NOT MISSION CAPABLE (NMC) - Material condition of an aircraft that is not capable of performing any of its missions. NMC is subdivided into NMCM and NMCS. NMC Hours = [EIS](#) Hours - [MC](#) Hours.

NOT MISSION CAPABLE DEPOT (NMCD) - The material condition of an aircraft that is not capable of performing any of its missions because of [standard](#) or [special rework](#), including [SDLM](#), [PDM](#), [IMC/P](#), [MCI](#), [MOD](#), [ISR](#), or similar depot evolution. NMCD [SCIR](#) time starts when the [D-level](#) action is initiated and ends when [PMI](#) or other D-level action is completed. See [NMC](#), [NMCM](#), and [NMCS](#).

NOT MISSION CAPABLE MAINTENANCE (NMCM) - The material condition of an aircraft that is not capable of performing any of its missions because of maintenance requirements. Start NMCM time when the condition is discovered except when the discovery is made in flight. In flight malfunction NMCM time starts at the termination of flight. Stop NMCM when maintenance is completed or interrupted by a supply shortage. Report work stoppage resulting from parts nonavailability as NMCS. NMCM time resumes when required supply item(s) are delivered to the maintenance activity. NMCM is further defined as NMCM scheduled (S) and NMCM unscheduled (U). NMCM Hours = NMC Hours - [NMCS](#) Hours. See [NOT MISSION CAPABLE \(NMC\)](#), [NOT MISSION CAPABLE MAINTENANCE SCHEDULED \(NMCMS\)](#), and [NOT MISSION CAPABLE MAINTENANCE UNSCHEDULED \(NMCMU\)](#).

NOT MISSION CAPABLE MAINTENANCE SCHEDULED (NMCMS) - The sum of equipment maintenance hours documented for scheduled engine inspections, special inspections, phase/calendar inspections and conditional inspections. An aircraft will be considered NMCMS if panels and equipment removed to conduct area inspections cannot be replaced within 2 hours or if the aircraft has been utilized to the maximum allowable operating limit prior to the scheduled maintenance requirement, for example, +10 percent, +3 days. NMCMS Hours = NMCM Hours - [NMCMU](#) Hours. See [NOT MISSION CAPABLE \(NMC\)](#).

NOT MISSION CAPABLE MAINTENANCE UNSCHEDULED (NMCMU) - Sum of maintenance not defined as scheduled maintenance, occurring during the interval between scheduled downtime maintenance periods. NMCMU Hours = [NMCM](#) Hours - [NMCMS](#) Hours.

NOT MISSION CAPABLE SUPPLY (NMCS) - The material condition of an aircraft that is not capable of performing any of its missions because maintenance required to correct the discrepancy cannot continue due to a supply shortage. Start NMCS time when a supply demand has been made for an item(s) required to continue maintenance. Stop NMCS time at the time the material is delivered to the designated delivery point

or change of **EOC** code. NMCS Hours = NMC Hours - NMCM Hours. See **NOT MISSION CAPABLE (NMC)**.

NOTICES - Directives of a one-time nature or those applicable for a brief period of time. Each notice contains provisions for its own cancellation. Notices employ a subject classification numbering system and are part of the Navy directive system.

## O

**OBJECTIVE QUALITY EVIDENCE** - Examples of objective quality evidence are: (1) statistically sound process control charts; (2) records of functional tests, operational checks, interchangeability checks, and other tests or demonstrations; and (3) records of product certification at various states of processing or fabrication, so presented that they can be analyzed and verified.

a. **OBJECTIVE** - When the quality evidence is of a kind that can be fully checked (verified), such information is said to be objective. Any statements of fact which are pertinent to the quality of a product and based on observation, measurements, or tests which can be verified, constitute evidence which is objective.

b. **QUALITY** - The quality of any material is defined as the inherent or acquired characteristics of an item which, when measured against a standard or model, establish the degree of conformance of the item to the standard or model. These characteristics are identified in technical orders, drawings, or other standards which describe the material. Material is of acceptable quality when it conforms to those established standards. Material is discrepant when it fails to conform to any characteristics as defined in the standards.

c. **EVIDENCE** - Evidence is any information by which a statement or an observation may be proven to be true. Evidence must be expressed in terms of specific characteristics pertinent to the acceptability of a product. The methods of obtaining and presenting this evidence must be accurate and based on facts. Unless attention is focused on those particular characteristics to determine acceptability and unless the methods of observation (whether by visual inspection or by measurements) are valid, it is impossible to make an accurate evaluation of the quality of a product. Ordinarily an observation or measurement is considered valid when it can be duplicated. This is a general rule, but there are exceptions; for example, data obtained from a destructive test may be valid; however, the test itself cannot be duplicated.

**OFF-EQUIPMENT WORK** - For the purpose of **MDR**, it includes all maintenance actions performed on removed, repairable components, usually at the **IMA**.

**OFF-SITE** - Aircraft is located at **NAVAIRDEPOT** or commercial rework activity's site for rework.

**ON-CONDITION TASK** - A scheduled inspection to determine that equipment is and will remain in satisfactory condition until the next scheduled inspection.

**ON-EQUIPMENT WORK** - For the purpose of **MDR**, it includes those maintenance actions accomplished on complete end items, for example, aircraft, drones, SE, and removed engines.

**ON-JOB-TRAINING (OJT)** - Training at the squadron or other local activity level in the performance of a task or duty during operational or maintenance situations.

**ON-SITE** - Aircraft is located at other than **NAVAIRDEPOT** or commercial rework activity's site.

**OOMA ELECTRONIC REPOSITORY** - Refers to the office at which the NTCSS Optimized OMA (A  
**NALCOMIS Wholesale Foundation Tier** resides.

**OPERATING AIRCRAFT** - An aircraft filling an authorized operating allowance. An aircraft reported in any of the A-status codes is in an operating status. Operating status aircraft are always in the reporting custody of the operating unit to which assigned. An aircraft that moves to a rework facility for purposes of rework will



leave operating status and remain in the reporting custody of the operating unit unless **FS** status is requested and granted by **OPNAV**. Operating aircraft are in material condition reporting status.

**OPERATING COMMAND** - A controlling custodian of naval aircraft, except **COMNAVAIRSYSCOM FS**. Also called air or major operating command.

**OPERATING FORCES** - Those forces whose primary missions are to participate in combat and the integral supporting elements.

**OPERATING LEVEL OF SUPPLY** - The quantities of material required to sustain operations in the interval between requisitioning and the arrival of successive shipments. These quantities should be based on the established replenishment period (monthly or quarterly). See **LEVEL OF SUPPLY**.

**OPERATING SERVICE AGE** - The number of **OSM** an aircraft has completed.

**OPERATING SERVICE MONTH (OSM)** - One monthly increment of operating service life (**OPNAVINST 5442.2**).

**OPERATING TARGET (OPTAR) (funding)** - Annual funds (obligational authority) issued by **TYCOMs** to units of the operating forces under their command from one of their budgets.

**OPERATING UNIT** - Squadrons and units with an operating allowance. Squadrons and units may be further subdivided into detachments. To be an operating unit, a unit must have a mission that requires flight operations (other than ferry or flight test) by Navy aircraft.

**OPERATIONAL CHARACTERISTICS** - The characteristics that pertain primarily to the functions to be performed by the equipment, either alone or in conjunction with other equipment; for example, for electronic equipment, operational characteristics include such items as the frequency coverage, channeling, type of modulation, and character of emission.

**OPERATIONAL EVALUATION** - The test and analysis of a specific end item or system, in so far as practical under service operating conditions, to determine if quantity production is warranted. It is based on increase in military effectiveness to be gained and its effectiveness as compared with currently available items or systems, with consideration given to personnel capabilities to maintain and operate the equipment; size, weight, and location; and enemy capabilities in the field.

**OPERATIONAL NECESSITY** - A mission associated with war or peacetime operations in which the consequences of an action justify accepting the risk of loss of aircraft and crew.

**OPERATIONAL RISK MANAGEMENT (ORM)** - A systematic, decision making process used to identify and manage hazards that endanger naval resources.

**OPERATIONAL SUPPORT INVENTORY (OSI)** - The range and depth of material required to support a planned aircraft program at a given site, consists of a fixed allowance for **FLRs**, **DLRs**, and an operating level of stock for consumables.

**OPERATIONAL TEST PROGRAM SET (OTPS)** - The total grouping of test program sets required to test an avionics system on **ATE**.

**OPTIMIZED OMA NALCOMIS WHOLESALE FOUNDATION TIER (NTCSS) (OMAWHOLE)** - A storage data base located at **COMNAVAIRSYSCOM**, NAS Patuxent River for **CM ALS** records of aircraft or tracked assets that have been stricken from the naval inventory; or to which the actual aircraft or tracked assets are in the custody of a non-NTCSS Optimized OMA NALCOMIS activity.

(A

**OPTIMUM PERFORMANCE CAPABLE (OPC)** - The material condition of an aircraft that can perform all assigned missions with all equipment operational. OPC Hours = **MC** Hours - (**FMC** Hours + **PMC** Hours).

ORDNANCE HANDLING VEHICLE - Those vehicles which have been approved for over-the-road transport and handling of ammunition and explosive ordnance. Examples of such equipment include trucks, trailers, transporters, and bomb service trucks. The vehicles are a category of logistics SE.

ORGANIC – Aircraft, weapon systems, and processes unique to naval aviation.

ORGANIZATION (ORG) CODE - A structured three-character alphanumeric code that identifies activities within a major command.

ORGANIZATIONAL MAINTENANCE - See [MAINTENANCE LEVELS](#).

OVERHAUL - The process of disassembly sufficient to inspect all the operating components and the basic end article. It includes the repair, replacement, or servicing as necessary, followed by the reassembly and bench check or flight test. Upon completion of the overhaul process, the component or end article will be capable of performing its intended service life or service tour. See [MAINTENANCE TYPES](#).

## P

PACKAGING - An all-inclusive term covering cleaning, preserving, packaging, packing, and marking required to protect items during every phase of shipment, handling, and storage.

PAINT AND CORROSION EVALUATION (PACE) - An on-condition inspection developed to address special requirements of F/A-18 series aircraft, occurs at the end of a set operational service period, within a 9 month window. Details of program administration are in [OPNAVINST 3110.11](#). Evaluation specifics are in a Local Engineering Specification from [NAVAIRDEPOT](#) North Island. The evaluation is performed by [D-level P&E](#) personnel and is requested via normal procedures for P&E services. The results of PACE determine the requirement for induction into Modification, Corrosion and Paint Program, which is done by [D-level](#) artisans. Documentation required of the aircraft custodian is essentially equivalent to aircraft administered by [ASPA](#).

PARTIAL MISSION CAPABLE (PMC) - Material condition of an aircraft that can perform at least one but not all of its missions. PMC is subdivided into [PMCM](#) and [PMCS](#).  $PMC\ Hours = MC\ Hours - (OPC\ Hours + FMC\ Hours)$ .

PARTIAL MISSION CAPABLE MAINTENANCE (PMCM) - The material condition of an aircraft that can perform at least one but not all of its missions because of maintenance requirements existing on the inoperable subsystem(s). Start PMCM time when the condition is discovered, except when the discovery is made in flight. In flight malfunction PMCM time starts at the termination of flight. Stop PMCM time when maintenance is completed or interrupted by a supply shortage. Report work stoppage resulting from parts nonavailability as [PMCS](#). PMCM time resumes when required supply item(s) are delivered to the maintenance activity.  $PMCM\ Hours = PMC\ Hours - PMCS\ Hours$ . See [PARTIAL MISSION CAPABLE \(PMC\)](#).

PARTIAL MISSION CAPABLE SUPPLY (PMCS) - Material condition of an aircraft that can perform at least one but not all of its missions because maintenance required to correct the discrepancy cannot continue because of a supply shortage. Start PMCS time when a supply demand has been made for an item required to continue maintenance. Stop PMCS time at the time the material is delivered to the designated delivery point or change of [EOC code](#).  $PMCS\ Hours = PMC\ Hours - PMCM\ Hours$ . See [PARTIAL MISSION CAPABLE \(PMC\)](#).

PARTICIPATING SERVICE - The military service that uses a multipurpose aeronautical system and obtains support for it from the executive service.

**PARTS KIT** - Supporting items and material for the maintenance, repair, and rework of selected aeronautical repairable end items procured, stocked, requisitioned, accounted for, and used on a kit basis as one line item. Parts kits should not be confused with the kits issued to perform a one-time modification of an item or with interim fleet maintenance support kits.

**PARTS KIT CODES** - Codes assigned to parts kits and items therein, for the maintenance, repair, and rework of selected, repairable end items. See [PROVISIONING SOURCE CODING](#), and [SOURCE, MAINTENANCE, AND RECOVERABILITY \(SM&R\) CODE](#).

**PARTS LIFE TRACKING SYSTEM (PLTS)** - An automated system used for tracking the composition, location, and operating time/cycle counts or life usage indexes of aircraft engines, propulsion systems, modules, and life limited components. PLTS is used to develop long range schedules for inspections, removals, replacements, procurements, and rework schedules for these components, based on usage requirements and fixed or variable usage rates. It provides important support to the [RCM](#) Program.

**PECULIAR SUPPORT EQUIPMENT (PSE)** - An item of SE that must be designed and developed in conjunction with the development of a specific weapons system and does not meet the criteria of [CSE](#). PSE is divided as [Avionics SE](#) (common and peculiar) and [Nonavionics SE](#) (common and peculiar).

**PERIOD END DATE (PED)** - The month and year a given aircraft ended or, if serving in period, is expected to end the current service period. For [IMC/P](#), the fixed date (month and year) that marks completion of the last [POI](#) in a tour and the start of the first PMI in the next tour ([FSP](#)). The IMC/P PED is also the [FID](#) 1 of the following tour.

**PERIODIC INSPECTION** - See [INSPECTIONS, SUPPORT EQUIPMENT \(SE\)](#)

**PERIODIC MAINTENANCE INFORMATION CARD (PMIC)** - The [PMS](#) publication that contains the component/assembly removal/replacement schedule, airframe structural life limits, and a maintenance requirements systems index. It also contains a conditional inspection listing and a phase change implementation card (included as required).

**PERMANENT UNIT CODE (PUC)** - The 6-character number permanently assigned to each reporting custodian of aircraft. The master code list is maintained by the [CNO](#). PUCs may be obtained by the cognizant [ACC](#) for assignment to newly formed units by correspondence, message, or [DSN](#) telephone call.

**PERSONAL COMPUTER MAINTENANCE TRAINING IMPROVEMENT PROGRAM (PCMTIP)** - The hardware and software used for the administration of [MTIP](#) on a personal computer.

**PERSONNEL QUALIFICATION STANDARDS (PQS)** - Documents which describe the knowledge and skills trainees must have to correctly perform their duties. The policy and procedures for PQS are outlined in [OPNAVINST 3500.34](#).

**PERSONNEL REQUIREMENTS** - Those requirements for personnel derived from a maintenance task that must be performed. See [PERSONNEL UTILIZATION](#).

**PERSONNEL UTILIZATION** - The actual reporting of accomplishments by personnel assigned.

**PHASE INSPECTION** - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

**PHASED DEPOT MAINTENANCE (PDM)** - PDM replaces [ASPA/SDLM](#) for a specific [T/M/S](#) aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for Depot scheduling and completion to decrease periods of aircraft unavailability.



**PHYSICAL CUSTODY** - Actual possession of the aircraft or SE for a definite purpose. This does not necessarily imply reporting custody.

**PIPELINE** - In logistics, the channel of support or a specific portion thereof by means of which material or personnel flow from sources of procurement to their point of use. It includes all program aircraft in logistic support of the operating segment of the inventory.

**PLAN OF ACTION AND MILESTONES** - A document that identifies actions or tasks in the specific order needed to accomplish an objective. This document assigns to each action, the office responsible, and the start and completion date for each action.

**PLANNED MAINTENANCE INTERVAL (PMI)** - Period of time for execution of an [IMC/P](#) or [PDM](#) scheduled maintenance event. Can include [O-](#), [I-](#), and [D-level maintenance](#) actions.

**PLANNED OPERATIONAL INTERVAL (POI)** - Period of time planned for operational use when the aircraft is under [IMC/P](#) or [PDM](#). POI follows a [PMI](#) and will vary in length based on actual maintenance completion. Predetermined end date is the next [FID](#), or at the end of the tour, the [PED](#).

**POOL** - A grouping of repairable assemblies provided a rework activity as replacements for similar defective repairable assemblies removed from an aircraft or engine undergoing some phase of rework that are not to be reworked concurrently with the aircraft or engine from which removed. These items are provided to prevent disruption of production schedules because the lead time to obtain the required replacement item from supply and the turnaround time of the aircraft/engine are not compatible.

**PRACTICAL JOB TRAINING (PJT)** - Structured "hands-on" training conducted by the fleet readiness squadron or supporting [AIMD](#) involving an arranged problem, task, or sequence in an educational environment. See [ON-JOB-TRAINNG \(OJT\)](#).

**PRECISION MEASURING EQUIPMENT (PME)** - Devices used to measure, gauge, test, inspect, diagnose, or examine material, supplies, and equipment to determine compliance with requirements established in technical documents, for example, research, development, test, and evaluation documents, specifications, engineering drawings, technical orders, technical manuals, maintenance instructions, and serviceability standards.

**PRE-EXPENDED BIN (PEB)** - One that contains only low cost, high usage items. It is replenished from stock in the retail outlet that supports the shop in which the PEB is located.

**PREFERRED ITEM** - One selected under a [DOD](#) program by which the item is designated for procurement, stock, and issue, but which is not a standard item.

**PREOPERATIONAL INSPECTION** - See [INSPECTIONS, SUPPORT EQUIPMENT \(SE\)](#)

**PREVENTIVE MAINTENANCE (PM)** - The care and servicing needed to maintain aircraft equipment, SE, and facilities in satisfactory operating condition by providing for systematic inspection, detection, and correction of incipient failures either before they occur or before they develop into major defects.

**PRIMARY MISSION** - For the purpose of maintenance data reporting, the primary purpose for which the aircraft is assigned to the unit (reporting custodian).

**PRIMARY SUPPORT EQUIPMENT CONTROLLING AUTHORITY (PSECA)** - The term applied to [COMNAVIAIRSYSCOM](#) (PMA-260) who functions as the centralized SE inventory management authority. The PSECA is responsible for coordinating redistribution of in-use assets among the [SECAs](#), prioritization of SE procurement, and distribution of new SE.

PROCESS - (1) A generic term used to describe the series of actions or uses an aircraft is subjected to as it progresses through its service life. Six categories are included in the term: operating, [standard rework](#), [special rework](#), storage, retirement or strike, and miscellaneous. Subdivisions are included under each category to describe specifically the action of use involved. (2) Any set of conditions, or set of causes, which work together to produce a given result. While it often refers to the combination of people, materials, machines, and methods used to produce a given product, it is also capable of assuming other meanings such as a method of assembly, a group of people such as a pay group or work center, or a method of measurement.

PROCUREMENT - The process of obtaining personnel, services, supplies, and equipment.

PROCUREMENT CONTRACTING OFFICER (PCO) - The government contracting officer directing and administering the acquisition through the award of the contract. Administration of the contract after award may be delegated to an [ACO](#).

PROCUREMENT LEAD TIME - The interval, in months, between the initiation of procurement action and receipt into the supply system of the production model, excluding prototypes, purchased as the result of such actions. It is composed of two elements, production lead time and administrative lead time. See [INITIATION OF PROCUREMENT ACTION](#).

PRODUCTION AIRCRAFT - New aircraft accepted from the contractor by the Navy. They include all Navy aircraft procured for operational or training purposes, that is, all aircraft except those procured solely for experimental purposes. Every Navy aircraft is either experimental or production.

PRODUCTION CONTROL - The functional organization within the [IMA](#) responsible for workload control.

PRODUCTION DIVISION - Any division in the [IMA](#) responsible for a specific production workload, for example, avionics, power plants.

PRODUCTION EQUIVALENT - An approved configuration change to the product baseline incorporated by the manufacturer during production. The configuration change must have been approved for retrofit on in-service equipment via a [TD](#).

PROGRAM - A plan or system under which action may be taken toward a stated goal or objective. A program is generally considered to have some or all of the following elements: (1) a program manager, (2) a formalized governing directive, (3) designated funding, (4) standardized procedures, and (5) specialized training.

PROGRAM AIRCRAFT - All production aircraft, except the Board of Inspection and Survey, in the physical custody of the Navy for which current or future operation within an authorized allowance is intended or can reasonably be expected. This includes all aircraft in the Navy inventory except aircraft of experimental configuration, target drones (man-carrying), aircraft retired but not yet stricken, or aircraft on bailment or loan.

PROGRAM OPERATING ALLOWANCE - The number of aircraft allowed a unit for flight operations related to the unit mission.

PROGRAM SERVICE LIFE - The sum of operating service period plus nonaging or nonoperating time, approximates but does not set service life limit and is used for planning, programming, and budgeting purposes.

PROJECT AIRCRAFT - Aircraft in either the controlling custody of the [COMNAVAIRSYSCOM](#) aircraft custodian or in the reporting custody of units of operational test and evaluation force under an authorized operating allowance for purposes of experiment, research, development, test, and evaluation (other than

rework evaluation of flyability tests) of aircraft and aircraft equipment. Project aircraft have usually been altered to the extent it is uneconomical to return them to service configuration.

**PROPULSION SYSTEM SERIAL NUMBER (PSSN)** - The same as engine serial number. Modular engines will be assigned a PSSN which identifies the complete engine as an assembly.

**PROVISIONING** - The process of doing the technical planning necessary to establish the item support plan, piece by piece and assembly by assembly; establishing the minimum levels or echelons responsible for repair; identifying the kind and type of SE requirements, handbooks, manuals, and other maintenance publications; determining the basic factory and field training requirements; and providing for the establishment of inventory management records.

**PROVISIONING SOURCE CODING** - The process of determining the range of repair parts required to support and maintain an end item by assigning codes that indicate to maintenance and supply personnel the manner of acquiring items for the maintenance, repair, or overhaul of the end item. See [SOURCE, MAINTENANCE, AND RECOVERABILITY \(SM&R\) CODE](#).

## **Q**

**QUALIFICATION** - Skill, knowledge, and experience required of personnel to properly perform an assigned task.

**QUALITY ASSURANCE (QA)** - A planned and systematic pattern of all the actions necessary to provide adequate confidence that the item or product conforms to established technical requirements. See [MAINTENANCE QA](#).

**QUALITY AUDIT** - A selective comparison of actual workmanship with a given set of standards or objectives.

**QUALITY CHARACTERISTIC** - A product characteristic that has been identified by quality and reliability assurance as being critical to or necessary for assuring an acceptable quality product or process.

### **QUALITY COST -**

a. **FAILURE COSTS** - Costs incurred when a reworked product does not meet specifications. Internal failure costs are those failure costs that are incurred before the product is sold to our customer. External failure costs are those failure costs that are incurred by the [NAVAIRDEPOT](#)s after the product is sold to our customer.

b. **APPRAISAL COSTS** - Costs incurred when a reworked product is verified or analyzed to determine its conformance to specifications.

c. **PREVENTION COSTS** - Costs incurred for planning and maintaining the quality system.

d. **TOTAL QUALITY COST INDEX** - Total quality costs or total costs X 100.

e. **TOTAL QUALITY COSTS** - Prevention costs and appraisal costs + failure costs.

### **QUICK ENGINE CHANGE (QEC) -**

a. **QUICK ENGINE CHANGE ASSEMBLY(QECA)** - An engine completely assembled with a QECK on a QECS with all accessories, less the propeller for reciprocating or turboprop engines.

b. QUICK ENGINE CHANGE KIT (QECK) - A kit containing all items required for a QECA, less GFE, engine, and propeller. Contractor furnished accessories may be deleted subject to approval by the COMNAVAIRSYSCOM when storage limitations, bulk, or their general nature warrant such deletion. The kit, as delivered, will be assembled as far as practical, compatible with packaging limitations.

c. QUICK ENGINE CHANGE STAND (QECS) - A structural frame, equipped with castors and floor locks on which a QECA may be mounted.

## R

RADIOGRAPHIC - A method that uses Xrays or similar radiation for the purpose of penetrating or being scattered by substances to reveal flaws or defects in the part or structure being examined. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

READY FOR ISSUE (RFI) MATERIAL - Material, equipment, aircraft, and SE which does not require rework of any type, replacement of overage parts, or other than routine preinstallation and post installation condition verification prior to use. RFI items are not necessarily new or like new, but are functionally reliable and meet applicable performance specifications. Packaging and preservation do not enter into the process of producing an RFI item but are required in order to maintain the item identity and condition and to prevent damage during subsequent shipping, handling, and storage.

RECEIPT INTO SUPPLY SYSTEM - That point in time when the first item or first quantity of the item on the contract has been received at, or is enroute to, the point of first delivery after inspection and acceptance. See [PROCUREMENT LEAD TIME](#).

RECOVERABILITY CODE - Code assigned to support items to indicate to maintenance and supply personnel the reclamation or disposition action required for items removed and replaced during maintenance. See [SOURCE, MAINTENANCE, AND RECOVERABILITY \(SM&R\) CODE](#).

REDISTRIBUTION - The act of effecting transfer in control, use or location of material between units or activities within or among the military services or between the military services and other federal agencies.

REDUNDANCY - The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.

REFERENCE NUMBER - A number used to identify an item of production or a range of items of production by the manufacturer controlling the design, characteristics, and production of the item by means of its engineering drawings, specifications, and inspection requirements.

REFERENCE SYMBOL - An alphanumeric code used to identify piece parts as distinct from other items of the same part number in a single subassembly or circuit, such as four of the same diodes within a circuit; each has the same part number but a different reference symbol. Reference symbols are found in the [IPB](#) for the component.

RELIABILITY - The probability that an item will perform its intended function for a specified interval under stated conditions.

RELIABILITY CENTERED MAINTENANCE (RCM) - An analytical process used to identify preventive maintenance tasks to realize the inherent reliability of equipment at least expenditure of resources.

REPAIR - Necessary preparation, fault correction, disassembly, inspection, replacement of parts, adjustment, reassembly, calibration, or tests accomplished in restoring items to serviceable status. See [MAINTENANCE TYPES](#).

REPAIR CYCLE DATA - An uninterrupted record of a repairable item from the time of removal until repair is completed or a reclamation or salvage determination is made.

REPAIR PART - Material capable of separate supply and replacement that is required for the maintenance, overhaul, or the repair of an end article, for example, airframe, accessories, instruments, engine, propeller, electrical, electronics, photographic, armament, and training equipment, including the repair parts of SE. This definition does not include the SE end items.

REPAIRABLE ITEM - A durable item which, when unserviceable, can be economically restored to a serviceable condition through regular repair procedures.

REPLACEMENT ITEM - An item, functionally interchangeable with another item, but differs physically from the original in that the installation of the replacement requires operations such as drilling, reaming, cutting, filing, or shimming, in addition to the normal application and methods of attachment.

REPORTING CUSTODIAN - An organizational unit of the lowest echelon of command accepting responsibility, involving the accountability to the [CNO](#), for aircraft or engines, as designated either by CNO or by the [ACC](#). See [OPNAVINST 5442.2](#) for additional information concerning aircraft custody or custodian policy.

**NOTE: Each aircraft or engine at any given time from acceptance to strike is in the reporting custody of one, and only one, reporting custodian.**

REPORTING CUSTODY - Responsibility to account for and provide information about assigned aircraft or SE. This does not necessarily imply physical custody.

REPORTING PERIOD - For [MDS](#), purposes, a reporting period is 1 month.

RESERVE AIRCRAFT - Aircraft in excess of immediate needs for active aircraft and are retained in inventory for possible future needs.

RESERVE STOCK AIRCRAFT - Program aircraft in the controlling custody of [COMNAVAIRSYSCOM FS](#) that are not currently and actively engaged in any of the various logistic processes, such as, awaiting, or enroute to an operating command or to rework, required in normal transition through standard service life. This category includes those aircraft stored-service life not completed.

RESOURCES - Military and civilian personnel, material on hand and on order, the entitlement to procure or use material, utilities, and services required for the performance of a basic mission, including work or services performed for others.

RESPONSIBILITY CENTER - A command designated to receive and administer an operating budget.

RETIREMENT - Separation of aircraft from the program inventory. Separation may be accomplished by (1) strike, (2) transfer to status codes series P, R, S, or Y, or (3) transfer to a contingency reserve status (code series W).

RETROFIT - Incorporation of an engineering change, at any level, in accepted or in-service items.

REWORK (RWK) - The restorative or additive work performed on aircraft, aircraft equipment, and aircraft SE at [NAVAIRDEPOTs](#), contractors' plants, and such other industrial establishments designated by [TYCOMs](#). A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor; it also includes rework evaluation and test and correction of discrepancies determined thereby. Rework is divided into two categories, standard and special. See [STANDARD REWORK](#) and [SPECIAL REWORK](#).

## REWORK FACILITY -

a. PRIMARY - A facility designated by COMNAVAIRSYSCOM as having the primary D-level maintenance responsibility for each aircraft, engine, or equipment. In addition to conducting rework, overhaul, or repair of the material listed, the designation as primary rework facility for aircraft and engines carries with it the responsibility for providing engineering and logistic services. When primary D-level maintenance responsibilities are contracted for, engineering and logistic services will be provided for that aircraft or engine by a separately designated rework facility which will also normally be assigned primary manufacturing cognizance.

b. ALTERNATE - The facility, if any, which is assigned maintenance workload for aircraft, engines, or equipment for which another facility has been designated as the primary rework facility. The alternate rework facility will assume supporting engineering responsibilities as a participating field activity as requested by and negotiated with the primary rework facility, and will normally have responsibility for secondary manufacturing cognizance which may be separately assigned a rework facility by COMNAVAIRSYSCOM.

## S

SAFE FOR FLIGHT - The material condition of an aircraft which, considering mission requirements and environmental conditions, permits it to be launched, flown and landed safely and ensures the aircrew has, as a minimum, the operable equipment for safe flight required by:

- a. NAVAIR 01 Series Manual, Aircraft NATOPS.
- b. OPNAVINST 3710.7, General NATOPS.
- c. OPNAVINST 5442.4, Subsystem Capability and Impact Reporting (Safely Flyable Column).

SAFE FOR FLIGHT CERTIFICATION - The decision process performed by authorized and designated personnel that certifies all W&B requirements have been satisfied, all applicable MRCs have been complied with (or a deviation has been attained from the appropriate authorities), all previously known discrepancies that precluded safe flight have been corrected, and all known discrepancies (evaluated separately and collectively) do not preclude safe flight.

SAFETY LEVEL OF SUPPLY - The quantity of material, in addition to the operating level of supply, required to be on hand to permit continuous operations in the event of minor interruption of normal replenishment or unpredictable fluctuations in demand.

SALVAGE - The saving or rescuing of condemned, discarded, or abandoned property and of materials contained therein for reuse, refabrication, or scrapping.

SAMPLE - One or more units of product drawn from a lot or batch selected at random without regard to their quality. The number of units of product in the sample is the sample size.

SAMPLING PLAN - A statement of statistically valid sample size or sizes to be used and the associated acceptance and rejection criteria.

SCHEDULED MAINTENANCE - Periodic prescribed inspection/servicing of equipment done on a calendar, mileage, or hours of operation basis.



SCREENING -

a. ADMINISTRATIVE SCREENING - The screening of all material received at the IMA for repair to determine if the item is within the check/test/repair capability of the IMA.

b. SUPPLY SCREENING - The screening of material by the supply screening unit to determine the disposition of material that cannot be repaired at the IMA.

SEA OPERATIONAL DETACHMENT (SEAOPDET) - A sea duty component assigned to shore IMAs used to augment the aircraft carrier's IMA in support of carrier air wing embarkations.

SECOND-DEGREE REPAIR - The repair of a damaged or nonoperating gas turbine engine, its accessories, or components to an acceptable operating condition. As used in this instruction, repair by designated IMAs includes the repair/replacement of turbine rotors and combustion sections, including afterburners. Also authorized are replacing externally damaged, deteriorated, or time-limited components, gear boxes, or accessories, and conducting engine inspections. In addition, minor repair to the compressor section is authorized, for example, dressing nicks in compressor vanes and blades within limits of the operating and service instructions. Further, the repair or replacement of reduction gear boxes and torque shafts of turboshaft engines and compressor fans of turbofan engines which are considered repairable within the limits of the approved intermediate maintenance manuals shall be done by second-degree repair activities.

SERIAL NUMBER (SERNO) - A number that identifies a specific end item or component. The number is usually assigned by the manufacturer and is used to differentiate between a particular end item or component and others of the same T/M/S, design, etc.

SERVICE LIFE - The time period during which the item can be maintained in service without replacement. Each program aircraft, from acceptance to strike, follows a life cycle consisting of alternate periods of operating and rework time as prescribed for each model by OPNAVINST 3110.11. Aircraft become eligible for strike upon completion of the life cycle specified for the model.

SERVICE LIFE EXTENSION PROGRAM (SLEP) - One element of Conversion in Lieu of Procurement. The restoration/replacement of a primary aircraft structure which has reached its life limit.

SERVICE PERIOD - For aircraft not under IMC/P, a prescribed segment of the service life of aircraft subject to the SDLM process, such as a stated number of calendar months or accumulated flight hours that an aircraft is in the physical custody of an operating activity for use prior to SDLM or retirement. The number and length of standard service periods, together with associated planning factors and policies, are set forth in OPNAVINST 3110.11.

SERVICE TEST - A test of an item, system, material, or technique conducted under simulated or actual operational conditions to determine whether the specified military requirements or characteristics are satisfied.

SERVICEABLE - The condition of an end item in which all requirements for repair, bench check, overhaul, or modification (as applicable) have been accomplished making it capable of performing the function or requirements for which originally designed. The fact that signs of previous use are apparent does not necessarily mean it is unserviceable. When appearance is not a primary consideration, and the condition of the item meets all safety and performance requirements, it will be processed as serviceable.

SERVICING - The replenishment of consumables needed to keep an item in operating condition, but not including any other preventive maintenance. See COMMON SERVICING, CROSS SERVICING, INTERDEPARTMENTAL/AGENCY SUPPORT, and INTERSERVICE SUPPORT AND SERVICES.

SET- A unit or units and the necessary assemblies, subassemblies, and parts connected or associated together to perform an operational function.

SHIP OPERATIONS - For the purpose of the [NAMP](#), all flights that take off or land aboard a carrier/ship will be designated as ship operations.

SHIP SCHEDULING - See [MAINTENANCE SCHEDULE](#).

SHOP PROCESS CARDS - A ready reference for performing scheduled maintenance on specific type of aviation life support system equipment and are an extension of the NAVAIR 13-1-6 series manuals.

SHOP REPLACEABLE ASSEMBLY (SRA) - A generic term which includes all the packages within a [WRA](#) including chassis and wiring as a unit. (Sub-level mechanization or modular subdivisions within an [SRA](#) may occur.) Conversely, a WRA is composed entirely of SRAs.

SHORE ESTABLISHMENT - Comprised of shore activities with defined missions approved for establishment by [SECNAV](#).

SHORT SUPPLY - A situation existing when the total of stock on hand and anticipated receipts during a given period are less than the total estimated demand during that period.

SOFTWARE - A set of programs, documents, procedures, and routines associated with the operation of a computer system.

SORTIE - An operational flight by one aircraft.

SOURCE CODE - Code assigned to support items (spares, repair parts, components, parts, kits, special tools, test equipment, and [SE](#)), to indicate the manner of acquiring items for the maintenance, repair, or overhaul of end items. See [SOURCE, MAINTENANCE, AND RECOVERABILITY \(SM&R\) CODE](#).

SOURCE, MAINTENANCE, AND RECOVERABILITY (SM&R) CODE - A collective code assigned to items during the provisioning, source coding, or selection process to convey specific information to maintenance and supply personnel. The SM&R code consists of three parts; a source code, a maintenance code, and a recoverability code. See [SOURCE CODE](#), [MAINTENANCE CODE](#), [RECOVERABILITY CODE](#), and [PROVISIONING SOURCE CODING](#).

SPARES - Articles identical to, or interchangeable with, the end articles on contract that are procured over and above the quantity needed for initial installation for support of an aeronautical system. See [REPAIR PART](#), and [SPARES AND REPAIR PARTS](#).

SPARES AND REPAIR PARTS - Spares are components of assemblies used for maintenance replacement purposes in major end items of equipment. Repair parts are those piece parts, such as individual parts or nonrepairable assemblies, required for the repair of spares or major end items.

SPECIAL INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

SPECIAL REWORK - The work done to aircraft, aircraft equipment, and aircraft [SE](#) to improve or change their capability to perform specific missions or functions by replacement, removal, addition, alteration, or repair of parts on equipment of the aircraft. See [REWORK](#). Special aircraft rework includes the following types:



- a. MODERNIZATION - Rework performed on new or newly overhauled aircraft withdrawn from storage. It includes incorporation of applicable changes and bulletins, installation of accessories, and flight testing.
- b. MODIFICATION - Special rework performed on new production aircraft and aircraft in the controlling custody of the operating commands. It includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed.
- c. CONVERSION - Rework which alters the basic characteristics of the aircraft to such an extent as to effect a change in any part of the model designation, for example, F-14A to F-14B.
- d. PILOT - Rework of selected items by government activities, during both the preoperational and operational program, to establish overhaul and repair capability for selected components of an aeronautical system, SE, training equipment, and trainers.
- e. ANALYTICAL - Complete disassembly, inspection, engineering evaluation, repair, assembly, and test of [commercial derivative aircraft](#) for defining the [D-level maintenance](#) requirements.
- f. INTERSERVICE - Rework of aircraft belonging to one service using the rework resources of another, for example, Army rework of Navy owned H-1 helicopters.
- g. IN SERVICE REPAIR - Repair by [COMNAVIAIRSYSCOM FS](#) activities of aircraft damaged beyond the repair capability of ACCs' maintenance activities. Controlling custody remains unchanged between or during the changes in physical custody. The aircraft will undergo the entire rework process of the COMNAVIAIRSYSCOM FS activity concerned unless specific exceptions are requested by the ACC.
- h. REPAIR - Necessary preparation, fault correction, disassembly, inspection, replacement of parts, adjustment, reassembly, calibration, or tests accomplished in restoring items to serviceable status. See [MAINTENANCE TYPES](#) .

**SPECIAL TEST, PERMANENT AIRCRAFT** - Aircraft on special test programs by authorized activities or on bailment contract whose configuration is so drastically changed that return to its original configuration or conversion to standard operational configuration is beyond practical or economical limits. Special test, permanent aircraft are designated by the status prefix symbol N.

**SPECIAL TEST, TEMPORARY AIRCRAFT** - Aircraft on special test programs by authorized organizations or on bailment contract having a special test configuration or whose installed property has been temporarily removed to accommodate the test. At completion of the test, the aircraft will be returned either to its original configuration or to standard operational configuration. Aircraft in the process of Board of Inspection and Survey, Preliminary Evaluation are considered in this category. Aircraft in this situation will be designated by the status prefix symbol J. Upon completion of the tests and return of the aircraft to an operational configuration the prefix symbol J will be dropped and so reported by OPNAV XRAY action.

**SPECIAL WEAPONS** - A term used to indicate weapons grouped for security or other reasons. Specific terminology, for example, nuclear weapons or guided missiles, is preferable.

**SPECIFICATION** - A document intended primarily for use in procurement, which clearly and accurately describes the essential technical requirements for items, materials, or services, including the procedures by which it will be determined that the requirements have been met.

**SQUADRON MANPOWER DOCUMENT (SQMD)** - Identifies and justifies manpower requirements in relation to mission operational assignments and ensures agreement and alignment with the present manpower programs, controlling directives, policies, terminology, and maintenance and administrative concepts.

STANDARD NAVY DISTRIBUTION LIST (SNDL) - Provides official address and distribution information for the naval establishment.

STANDARD DEPOT LEVEL MAINTENANCE (SDLM) or STANDARD REWORK) - A comprehensive [D-level](#) inspection of selected aircraft structures and materials, correction of critical defects, and incorporation of [TDs](#), which may include limited removal and rework of the [SRC](#), [EHR](#), [ASR](#), and [MSR](#) items. D-level maintenance processes for [SDLM](#), [PDM](#), [IMC/P](#), and Age Exploration Program, are included in this definition.

STANDARD TRAINING ACTIVITY SUPPORT SYSTEM (STASS) - Standardized comprehensive day-to-day integrated automated classroom support that feeds corporate level data to [NITRAS II](#).

STANDARDIZATION - The process by which the [DOD](#) achieves the closest practicable cooperation among the services and agencies for the most efficient use of research, development, and production resources and agrees to adopt on the broadest possible basis the use of: (1) common or compatible operational administrative and logistic procedures; (2) common or compatible technical procedures and criteria; (3) common, compatible, or interchangeable supplies, components, weapons or equipment; and (4) common or compatible tactical doctrine with corresponding organizational compatibility.

STANDARDS LABORATORY - A laboratory under the control of the military departments or any agency of [DOD](#) that provides calibration services for certifying the calibration standards of calibration installations. These laboratories normally obtain certification of their standards from the National Institute of Standards and Technology.

STANDBY POOL - See [POOL](#).

STATISTICAL ANALYSIS - The science of drawing conclusions from observed data using statistical techniques and methods proven mathematically valid.

STATISTICAL DATA - An accumulation of data which may be graphically presented or tabulated for use in determining the quality level being produced by any specific manufacturing, repair, overhaul, or inspection process.

STATISTICAL QUALITY CONTROL - The control of quality through the application of statistical techniques to inspection/verification methods and process analysis.

STATUS CODES (MILSTRIP) - Codes that furnish information from supply sources to requisitioners or cosigners on the status of requisitions. Supply status (except "rejection" status, code C) predicts shipment on time as specified by the priority delivery date or the required delivery date.

STOCKAGE OBJECTIVE - The maximum quantities of material to be maintained on hand to sustain current operations. It consists of the sum of stocks represented by the operating level and the safety level. See [LEVEL OF SUPPLY](#).

STORAGE - Temporary removal of an aircraft from the active inventory and placement in an inactive status for an indefinite period. Storage assumes the aircraft will be inactive indefinitely or for more than 60 days. Aircraft, in the custody of the [COMNAVAIRSYSCOM FS](#) activities, that are not expected to commence a rework process for 60 days or more, shall be reported in the appropriate storage status. An aircraft will remain in storage status from the beginning of the preservation process until removal of preservation upon withdrawal from storage. Stored aircraft will be preserved at COMNAVAIRSYSCOM or [DOD](#) activities and may be stored in the open, in metal containers, or in cocoons.

STRIKE - The official action that removes an aircraft from the list of Navy aircraft.

STRUCTURALLY SIGNIFICANT ITEM (SSI) - The specific region or element of structure whose failure would result in a major reduction of residual strength or loss of the structural function.

SUBASSEMBLY - Two or more parts that form a portion of an assembly or a unit, replaceable as a whole, but having a part or parts that are individually replaceable.

SUBCUSTODIAN - [MEASURE](#) participants supported by a customer activity that have physical custody of equipment, regardless of actual ownership, such as squadrons and [AIMD](#) production work centers.

SUBSTITUTE ITEMS - Two or more items possessing such functional and physical characteristics as to be capable of being exchanged only under certain conditions or in particular applications and without alteration of the items themselves or of adjoining items.

SUBSYSTEMS - A combination of two or more pieces of equipment, generally physically separated when in operation, and such other components, assemblies, subassemblies and parts necessary to perform an operational function or functions.

SUPPLIES - All items necessary for the equipment, maintenance and operation of a military command.

SUPPLY - The procurement, distribution, maintenance while in storage, and salvage of supplies, including determination of the kind and quantity of supplies.

SUPPLY MANAGEMENT - See [INVENTORY CONTROL](#).

SUPPLY RESPONSE SECTION (SRS) - The section of the [ASD](#) that receives requests for material and causes the issue and delivery of the requested material to be made.

SUPPLY SCREENING UNIT - The section of the [ASD](#) that screens and forwards, for disposition, all components processed at the [IMA](#).

SUPPORT - The action of a force that aids, protects, complements, or sustains another force per a directive requiring such action.

SUPPORT EQUIPMENT (SE) - [IMRL](#) and non-IMRL equipment required to make an aeronautical system, command and control system, support system, subsystem, or end item of equipment (SE for SE) operational in its intended environment. This includes all equipment required to launch, arrest (except Navy shipboard and shore based launching and arresting equipment), guide, control, direct, inspect, test, adjust, calibrate, gauge, measure, assemble, disassemble, handle, transport, safeguard, store, actuate, service, repair, overhaul, maintain, or operate the system, subsystem, end item, or component. See [COMMON SUPPORT EQUIPMENT \(CSE\)](#) and [PECULIAR SUPPORT EQUIPMENT \(PSE\)](#).

**NOTE:** The following equipment is excluded from the definition of [SE](#): Powered and nonpowered hand tools; housekeeping items; office furniture and equipment common to all activities defined in applicable allowance lists that are required as indirect support; items used only by the contractor; and personal equipment, such as head sets and microphones.

SUPPORT EQUIPMENT CONTROLLING AUTHORITY (SECA) - A term applied to major aviation commands that exercise administrative control of the [AMMRL](#) Program [SE](#) end items for allowance and inventory control. The following are designated SECAs: [COMNAVAIRFOR](#), [CNET](#), [COMNAVRESFOR](#), [COMNAVAIRSYSCOM](#), and [CNATT](#).

SUPPORT EQUIPMENT QUICK ENGINE CHANGE ASSEMBLY (SE QECA) - An engine (and in some cases transmission) assembly consisting of the basic block and all required components and accessories

which will provide a using activity with a complete assembly ready for immediate operation after installation into the appropriate end unit.

SUPPORT EQUIPMENT RESOURCES MANAGEMENT INFORMATION SYSTEM (SERMIS) - The replacement system for the Application Data for Material Readiness List. A collection of technical and cataloging data identifying SE end items required for [O-level](#), [I-level](#), and [D-level](#) aircraft maintenance. SERMIS provides the SECA with on-line visibility of source, allowance, inventory, and rework data to aid in inventory control. See [AIRCRAFT MAINTENANCE MATERIAL READINESS LIST \(AMMRL\) PROGRAM](#).

SUPPORT EQUIPMENT STANDARDIZATION SYSTEM (SESS) - A microcomputer based asset control system for [SE](#).

SUPPORTING AIRCRAFT - All active aircraft other than unit aircraft.

SURFACE TARGET - See [MISSILE TARGET](#).

SURVEILLANCE - A mode of Type III verification which allows the use of reduced verification through application of an effective audit program. Applicable products and processes are those that display objective quality evidence or those that display a state of statistical quality control using the Shop Process Card.

SYSTEM - A composite of subsystems, assemblies, skills, and techniques capable of performing or supporting an operational or nonoperational role. A complete system includes related facilities, items, material, services, and personnel such that it can be considered a self-sufficient item in its intended operation.

## T

TABLE OF BASIC ALLOWANCE (TBA) - See [AERONAUTICAL ALLOWANCE LISTS](#).

TAPE TRANSPORT MAGAZINE - A medium for storing maintenance data from the maintenance status display and recording system on selected aircraft.

TECHNICAL DATA - Data required for the accomplishment of logistics and engineering processes in support of the contract end item. It includes drawings, operating and maintenance instructions, provisioning information, specifications, inspection and test procedures, instruction cards and equipment placards, engineering and support analysis data, special purpose computer programs, and other forms of audiovisual presentation required to guide personnel in the performance of operating and support tasks.

TECHNICAL DIRECTIVE (TD) - A document authorized and issued by [COMNAVAIRSYSCOM](#) to provide technical information necessary to properly and systematically inspect or alter the configuration of aircraft, engines, systems, or equipment subsequent to establishment of each respective baseline configuration. TDs include all types of changes and bulletins and consist of information that cannot be disseminated satisfactorily by revisions to technical manuals. [NATEC](#) controls assignment of TD numbers.

TECHNICAL DIRECTIVE (TD) CODE - A two-character numeric code that identifies the type of TDs.

TECHNICAL DIRECTIVE (TD) IDENTIFICATION CODE - A 12- or 13-character alphanumeric code used to identify a specific TD.

TECHNICAL DIRECTIVE (TD) STATUS CODE - A one-character alphabetic code used to indicate the status of compliance with a TD.

**TECHNICAL EVALUATION** - Studies and investigations, by a developing agency, to determine the technical suitability of material, equipment, or systems for use in the military services.

**TECHNICAL MANUAL** - A publication containing a description of equipment, weapons, or weapon system(s) with instructions for effective use. Included are one or more of the following sections: instructions covering initial preparation for use, operational instructions, modification instructions, maintenance instructions, parts lists or parts breakdown, and related technical information or procedures, exclusive of those of an administrative nature.

**TENANT** - Any activity that will be aboard a ship or station for a period of time sufficient to require specific assignment of shop, hangar, crew, and equipment or line spaces. Activities may use a facility as an assigned tenant or as a joint tenant. Specific spaces may be assigned on a rotational, seasonal, occasional, or transient basis as appropriate.

**TEST** - Subjecting an aircraft, airframe, engine, accessory, or item of equipage to prescribed conditions to determine if it will function per predetermined requirements.

a. **BENCH TEST** - The subjection of aircraft, engines, accessories, equipment, and equipage to prescribed conditions and specifications, with the use of shop test equipment, to ensure proper functioning.

b. **FUNCTIONAL TEST** - The testing of installed aircraft/engines, accessories, and equipage to determine proper functioning, particularly with respect to the applicable system.

c. **SERVICE TEST** - A test of an item, system, material, or technique conducted under simulated or actual operational conditions to determine whether the specified military requirements or characteristics are satisfied.

**TEST AND MONITORING SYSTEMS (TAMS)** - Used synonymously with [PME](#).

**TEST BENCH INSTALLATION** - WRA installed in a test bench harness/test set/test console which is required to simulate in a shipboard or shore-based maintenance shop, system, assembly, or component of the end article for the purpose of accomplishing all necessary operational and maintenance test and repair procedures.

**TEST PROGRAM SET (TPS)** - Items needed to test a unit on [ATE](#). These items include electrical, mechanical, instructional, and logical decision elements. The TPS elements are test program, interconnection device, test program instruction, and supplementary data.

**THIRD-DEGREE REPAIR** - Encompasses the same gas turbine engine repair capability as the second-degree repair except that certain functions which require high maintenance man-hours and are of low incident rate are excluded.

**TIME/CYCLE PREFIX CODE** - A one-character alphabetic code that identifies the type of time or cycle data recorded on the item.

**TOOL CONTROL MANUAL (TCM)** - Contains information that includes material requirements, tool inventories, and detailed instructions for the implementation and operation of the Tool Control Program for a specific type/model aircraft.

**TOP TIER** – The Top Tier Replication server is a subscriber to all.

**TRACKED** – All life limited/repairable components in [NTCSS](#) Optimized [OMA NALCOMIS](#).

TRAINING AIDS - Any item developed/procured with the primary intent that it shall assist in training and the process of learning.

TRANSACTION CODE (TRCODE) - A two-character numeric code used to denote the type of data being reported, and to indicate the record type to be produced.

TRANSFER - The act of conveying reporting/controlling custody of an aircraft/SE to another custodian.

TRANSFER INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#) and [INSPECTIONS, SUPPORT EQUIPMENT \(SE\)](#)

TRANSIENT - Personnel, ships, or aircraft stopping temporarily at a station or port to which they are not assigned/attached and having destination elsewhere.

TURNAROUND - The time between arriving at a point and departing from that point.

TURNAROUND CYCLE - Used in conjunction with vehicles, ships, and aircraft comprising the following: loading time at home, planned maintenance time, and, where applicable, time awaiting facilities. See [TURNAROUND](#).

TURNAROUND INSPECTION - See [INSPECTIONS, AIRCRAFT/ENGINE](#)

TURNAROUND TIME (TAT) - TAT is:

a. The time period that commences with the time an aircraft is removed from an operating unit to undergo a rework process and terminates when the reworked aircraft is returned to an operating unit. A change of reporting and controlling custody is not necessarily involved; however, a change in physical custody is always involved. TAT is the sum of the following: time enroute from an operating unit to the naval facility, time awaiting rework, time in rework, time awaiting flight check after rework, time in a [COMNAVIAIRSYSCOM RFI](#) status, and time enroute to an operating unit.

b. The time needed to service, inspect, and check an item prior to recommitment.

c. The interval between the time a repairable item is removed from use and the time it is available for reissue in a serviceable condition.

TURNAROUND TIME (TAT) (Recoverable Missile Targets) - For recoverable missile targets, TAT is the total time required to perform a complete post launch rehabilitation inspection commencing with the onset of decontamination of a recovered target and including all scheduled and unscheduled maintenance and testing required to return it to a launch ready condition.

TYPE COMMANDS - See [ADMINISTRATIVE COMMANDS](#)

TYPE EQUIPMENT CODE (TEC) - A 4-character code used to identify the complete end item or category of equipment being worked on, for example, aircraft, engine, or SE. The general format and structure of these codes is in Volume III, Appendix K. A complete listing of TECs may be found in the Aviation Type Equipment Code List (A7210-01) (available on the internet at: [www.nalda.navy.mil](http://www.nalda.navy.mil)).

TYPE MAINTENANCE (TM) CODE - A one-character numeric or alphabetic code that identifies the type of maintenance performed.



**U**

**ULTRASONIC** - A method that uses ultrasonic energy to inspect parts of structures for defects, thickness variations, corrosion, etc. The reflection of ultrasonic energy is observed to determine discontinuities or measure thickness. This method can be applied to metallic or nonmetallic materials. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

**UNIT** - Unit is defined as: (1) a military element whose structure is prescribed by competent authority, such as a Table of Organization, specifically, part of an organization; (2) an organizational title of a subdivision of a group in a task force; (3) a standard of basic quantity into which items of supply are priced, divided, issued, or used; and (4) an assembly or any combination of parts, subassemblies, and assemblies mounted together, normally capable of independent operation in a variety of situations.

**UNIT AIRCRAFT** - Those aircraft provided to an aircraft unit for performance of a flying mission.

**UNIT OF ISSUE** - The quantity of an item, such as each number, dozen, gallon, pair, pound, ream, set, or yard. Usually termed "unit of issue" to distinguish from "unit price".

**UNSCHEDULED MAINTENANCE (UNS)** - Maintenance, other than the fix phase of scheduled maintenance, occurring during the interval between scheduled downtime maintenance periods.

**UPKEEP** - The preventive, restorative, or additive work performed on aircraft, equipment, and [SE](#) by operating units and aircraft SE activities. The term applies to any method of processing aircraft required to ensure the completion of standard operating periods or service tours, including but not limited to the servicing, periodic inspections, functional and bench test, replacement, preservation, modification, and repair. An upkeep process extends from the time some of the work is started until all the work is completed, including temporary interruptions in direct labor; it also includes upkeep, evaluation, test, and correction of discrepancies determined thereby. Upkeep is divided into two categories, scheduled and special. See [MAINTENANCE TYPES](#).

a. **STANDARD UPKEEP** - The periodic or scheduled work performed on aircraft, aircraft equipment, and aircraft SE after (and as a result of) completion of a prescribed number of flying hours, operating hours, or calendar days per prescribed inspection or replacement requirements and such that the end product requirement of the work includes the capability of aircraft or equipment to serve a full prescribed period of flying hours, operating hours, or calendar days before undergoing upkeep again.

b. **SPECIAL UPKEEP** - The work done to aircraft, aircraft equipment, and aircraft SE to improve, change, or restore their capability to perform specific missions or functions by replacement, removal, addition, alteration, or repair of parts/equipment/aircraft, without particular regard to flying hours, operating hours, calendar days, or operating periods. Special upkeep includes, but is not limited to, modification, repair, and unscheduled inspection, replacement, or test.

**USE (PRIMARY)** - The primary reason an operating unit has an allowance of operating aircraft.

**USER'S LOGISTICS SUPPORT SUMMARY (ULSS)** – (Formerly the Operational Logistics Support Plan (OLSP). The ULSS is prepared by the Logistics Manager for users to identify logistics resources necessary to operate and maintain the systems, subsystems, and equipment in their operational environment. The ULSS describes the acquisition logistics support products and services that have been developed to support fleet introduction.

**UTILIZATION** - The average number of hours per unit period of time an aircraft is actually in flight. Normally, utilization for a particular model aircraft is specified by the average number of hours flown per

operating aircraft per calendar month, for example, E-2C utilization is 30 hours (meaning an average of 30 flight hours were flown per month per operating aircraft).

UTILIZATION FACTORS - Planned aircraft utilization per 24-hour day or calendar month, as appropriate. Aircraft utilization factors for various types, classes, and models of aircraft differ and must be specified for each. These factors are used in computations leading to the determination of maintenance requirements, for example, maintenance man-hours, spares, and repair parts required.

## V

VENDOR - A manufacturer or supplier of a commercial item.

VERIFICATION - The determination of product quality conformance by (1) actual examination, (2) measurement, (3) witnessing of tests, or (4) review of documented objective evidence describing product/quality characteristics and comparison to prescribed quality requirements and performed by QA group personnel.

VISUAL INFORMATION DISPLAY SYSTEM/MAINTENANCE ACTION FORM (VIDS/MAF) - A multi-purpose document used in the [MDS](#) and VIDS.

VISUAL OR OPTICAL INSPECTION - An inspection performed by the human eye with such aids as microscopes and borescopes. See [NONDESTRUCTIVE INSPECTION \(NDI\)](#).

## W

WEAPON SYSTEM - A weapon and those components/parts required for its operation. (The term is not precise unless specific parameters are established.)

WEAPONS HANDLING EQUIPMENT (WHE) - A category of [WSE](#) which provides direct support to the weapons item. This equipment includes both peculiar and common ordnance handling and transportation equipment, as well as tools used for canning/decanning, magazine handling, and assembly of weapons/ordnance related items. Examples of this equipment include hoisting beams, weapons carriers, strongbacks, handlift trucks, handling bands, magazine lifting slings, weapons skids, trailers, bomb trucks (nonself-powered) and their associated tools, gauges, jigs, alignment bars, bomb assembly tables, maintenance stands, and other weapons related equipment. This equipment supports both air and surface launched weapons.

WEAPONS REPLACEABLE ASSEMBLY (WRA) - A generic term, includes all the replaceable packages of an avionic equipment, pod, or system as installed in an aircraft weapon system, with the exception of cables, mounts, and fuse boxes or circuit breakers.

WEAPONS SUPPORT EQUIPMENT (WSE) - A category of [SE](#) where the principal function is support of the explosive ordnance component or weapon is used primarily by the Weapons Department. This equipment may be defined further as being related to air-launched, surface, or subsurface fired weapons. Air-launched related equipment includes both mechanically/electrically operated handling equipment and electronic test equipment, defined as [WHE](#) and weapons test equipment, respectively.

WEAPONS SYSTEM PLANNING DOCUMENT (WSPD) - Provides base loading data, planned procurements, delivery schedules, system inventories, planning factors, material support policy, training plans, and other related planning information.



**WEAPONS TEST EQUIPMENT** - Specialized equipment of an electrical or electronic design used to test, maintain, or service aircraft weapons, bombs, rockets, missiles, special weapons, torpedoes mines, or any other explosive ordnance. This equipment is a category of [WSE](#).

**WHEN DISCOVERED (WD) CODE** - A one-character alphabetic code that identifies when the need for maintenance was discovered.

**WHOLESALE FOUNDATION TIER** – Server for items that are [BCM](#)'d to the wholesale domain.

**WORK CENTER** - A designated functional area to which maintenance personnel are assigned.

**WORK CENTER CODE** - A three-character code that identifies work centers. They are used in [MDR](#) to identify a work center performing the maintenance action documented. Work center codes are listed in Volume III, [Appendix S](#).

**WORK CENTER SUPERVISOR** - The person assigned the responsibility of maintenance management within a given work center.

**WORK DOCUMENTS** - Workload Control System Shop Work Orders which provide mechanized documents (electronic accounting machine serialized punched cards) compatible with the Installed Source Data Automatic Equipment Industrial Transactor: (1) [UADPS](#) Shop Work Order; (2) Handwritten Shop Work Order; (3) Discrepancy Work Order; (4) other work documentation required to supplement work documents; (5) Technical Data Package Examination and Evaluation Worksheet (internal); and (6) temporary custody, logs and records, [ASR](#), [SRC](#) Card, [EHR](#) Card, [MSR](#), and [AESR](#) (external).

**WORK UNIT CODE (WUC)** - A numeric or alpha/numeric code that identifies a system, subsystem, set, major component, repairable subassembly, or part of an end item being worked on. WUCs are assigned and controlled by the [NATEC](#) under the direction of [COMNAVAIRSYSCOM](#). WUCs are published in WUC manuals for end items in three major categories: (1) [T/M/S](#) for aircraft, drones, and missiles; (2) aircraft flight/tactical trainers; and (3) aeronautical [SE](#). The first two positions of the WUC identify the system within the aircraft/equipment on which work is being performed. A five (or greater where available) character WUC is normally used in recording on equipment maintenance work to identify discrepancies discovered to the greatest detail possible. The number 9 is used to indicate "NOC". The NOC category is not intended as a catch-all code but rather as a code under which occasional discrepancies, for example, nonrecurring, and work on noncoded repairable items may be reported. Refer to applicable aircraft/equipment WUC manuals for complete breakdown. A unified numbering system code may be used in place of the WUC and may be either be numeric or alpha/numeric.

## **Z**

**ZONAL INSPECTION** - See [INSPECTIONS, AIRCRAFT/ENGINE](#) and [INSPECTIONS, SUPPORT EQUIPMENT \(SE\)](#)

**APPENDIX D - Directives and Publications****(R)**

This appendix provides a listing of the latest directives and publications available at time of publication. It is the responsibility of the user to determine the current status and distribution of any directive or publication being used.

**NOTES: 1. Navy Electronic Directives System web site (<http://neds.daps.dla.mil>) provides unclassified directives and forms issued by the Secretary of the Navy and the Office of the Chief of Naval Operations.**

**2. Directives listed in this appendix are not-to-all (NOTAL). Directive identified may not be distributed to or held by all recipients of this instruction.**

**Directives**

CJCSI 3170.01E	Joint Capabilities Integration and Development System
CNETINST 1510.1F	Navy Integrated Training Resources and Administration System (NITRAS II)
COMFAIRWESTPACINST/ NAPRAINST 13023.1C	Policies and Procedures for Depot Level Repair of Naval Aircraft Throughout Western Pacific and Indian Ocean Operating Areas
COMNAVAIRESINST 1500.5F	Commander, Naval Air Reserves Force (COMNAVAIRES), Aviation Master Training Manual
DFARS	Defense FAR Supplement
DLAR 8200.4	Mishap Notification and Investigation Procedures for DLA Administrative Contracts
DOD Directive 1404.10 of 10 Apr 92	Emergency Essential (E-E) DOD U.S. Citizens Civilian Employees
DOD Directive 4151.18 of 31 Mar 04	Maintenance of Military Materiel
DOD Directive 5000.1 of 12 May 03	The Defense Acquisition System
DODINST 5000.2 of 12 May 03	Oct 00 Operation of the Defense Acquisition System
DODINST 6050.5 of 29 Oct 90	DOD Hazardous Communications Program
FAR	Federal Acquisition Regulation
FASOINST 4440.6N	Naval Aviation Supply Distribution System
FASOINST 4861.1H	Manufacturer of ASO Cognizance Items by NAVAIRDEPOTs, NAWC, and the NAVWPNSUPPCEN
MCO 3500.27B	Operational Risk Management
MCO 5104.1B	Navy Laser Hazards Control Program
MCO 8023.3A	Qualification and Certification Program for Class V AMMO
MCO P4400.177D	Marine Corps Aviation Supply Desk Top Procedures
MCO P4790.20	ITSS MATMEP Procedures
NAPRADET NAPLESINST 13023.1J	European Depot Level Repair and Rework Program
NATECINST 5400.1M	ETS Administration Management Manual
NAVAIR NOTE 4700	Gas Turbine Engine, Three Degrees of Intermediate Maintenance Activity Assignments

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NAVAIRINST 1500.2D	Aviation Maintenance Personnel Training by Naval Aviation Depots
NAVAIRINST 2450.2	Electromagnetic Environmental Effects (E3) Control within the Naval Air Systems Command
NAVAIRINST 3710.1E	Contractors Flight and Ground Operations
NAVAIRINST 4130.1C	Naval Air Systems Command Configuration Management Policy
NAVAIRINST 4350.2C	Procurement and Utilization of Engineering and Technical Services
NAVAIRINST 4423.11	- See <a href="#">NAVSUPINST 4423.29</a>
NAVAIRINST 4460.1D	Policy and Procedures for Air-Launched Missile Repairable Materials Movement
NAVAIRINST 4700.22	Policy for Managing Lead Maintenance Technology Centers
NAVAIRINST 4720.2A	Procedures for Reporting Structural Alterations on Aircraft for Fatigue Life Evaluation Program
NAVAIRINST 4730.10A	Aircraft Service Period Adjustment
NAVAIRINST 4731.1	Navy Oil Analysis Program for Aeronautical Equipment
NAVAIRINST 4790.20A	Reliability Centered Maintenance Program
NAVAIRINST 4790.21	Flight Information Recording and Monitoring System
NAVAIRINST 4790.22A	Maintenance Plan Program
NAVAIRINST 4790.3C	Aeronautical Time Cycle Management Program
NAVAIRINST 4790.33	Transition of Naval Aircraft to the Integrated Maintenance Concept
NAVAIRINST 5100.3C	Naval Air Systems Command System Safety Program
NAVAIRINST 5215.12A	Naval Air Systems Command Technical Directives System
NAVAIRINST 5230.11	Fleet Aviation Logistics Information Systems Functional Management Manual
NAVAIRINST 5420.35A	Establishment of Product Support Work Load Management for Naval Aviation Depots and Technical Field Activities
NAVAIRINST 5600.15C	Request for Copies of Engineering Drawings for Naval Aircraft, Airborne Weapons, Aeronautical Equipment, and Related Support and Test Equipment
NAVAIRINST 13070.1B	NAVAIR Nondestructive Testing and Inspection Program
NAVAIRINST 13120.1C	Fixed Wing Aircraft Structural Life Limits
NAVAIRINST 13130.1B	Rotary Wing Aircraft Structural Life Limits
NAVAIRINST 13640.1B	Naval Aviation Metrology and Calibration Program
NAVAIRINST 13650.1C	Naval Air Systems Command Aircraft Maintenance Material Readiness List Program
NAVAIRINST 13670.1B	Naval Air Systems Command Mobile Facility (MF) Program
NAVAIRINST 13680.1C	Depot Level Rework Program for Support Equipment End Items
NAVAIRINST 13700.15D	Aircraft Engine Management System

NAVAIRINST 13920.1H	Procedures for Submitting Flight Loads, Launch, and Landing Data for the Structural Appraisal of Fatigue Effects Program
NAVICPINST 4400.18D	Interim Supply Support for Aviation Weapons Systems and Support Equipment
NAVICPINST 4400.75A	Support Equipment Quick Engine Change Program
NAVICPINST 4441.15H	Retail Level Inventory for Ships Using the Aviation Consolidated Allowance List (AVCAL) Process
NAVICPINST 4441.16K	Shorebased Consolidated Allowance List (SHORCAL)
NAVICPINST 4441.21D	Retail Aviation Consumable Material (1R COG) Support through the Variable Operating and Safety Level (VOSL) Function
NAVICPINST 4700.31E	Repairable Support Inventory (RSI) Program for Naval Aviation Depot (NADEP) Level Rework Programs
NAVICPINST 4790.4	Support Equipment/Airborne Avionics Maintenance Assist Modules (MAMS) Policy and Procedures
NAVMECOMINST 6470.2A	Laser Radiation Medical Surveillance Program
NAVSEAINST 8020.7C	Hazards of Electromagnetic Radiation to Ordnance (HERO) Safety Program
NAVSUPINST 4030.28E	Logistic - Packaging of Material
NAVSUPINST 4205.3C	Contracting Officers Representative
NAVSUPINST 4421.20	Advanced Traceability and Control (ATAC) Retrograde Depot Repairable (DLR) Program
NAVSUPINST 4423.29	Navy Uniform Source, Maintenance and Recoverability (SMR) Codes
NAVSUPINST 4440.159A	Processing Retail Supply and Financial Records for Field Level Repairables Managed by the Aviation Supply Office; procedures for
NAVSUPINST 4440.160A	Policy for Management of Authorized Stock Levels (Fixed Allowances) for Navy Depot Level and Field Level Repairables
OPNAVINST 1000.16J	Manual of Navy Total Force Manpower Policies and Procedures
OPNAVINST 1500.22E	General Military Training (GMT)
OPNAVINST 1500.27E	Interservice Training
OPNAVINST 1500.51B	Total Force Training Strategy
OPNAVINST 1500.76	Navy Training System Requirements, Acquisitions and Management
OPNAVINST 1510.10B	Corporate Enterprise Training Activity Resource System (CETARS) Catalog of Navy Training Courses and Student Reporting Requirements
OPNAVINST 1540.2E	Naval Aviation Maintenance Training (NAMTRA) Program Administration and Operation
OPNAVINST 2450.2	Electromagnetic Compatibility within the Department of the Navy
OPNAVINST 3110.11T	Policies and Peacetime Planning Factors Governing the Use of Naval Aircraft
OPNAVINST 3120.32C	Standard Organization and Regulations of the U.S. Navy
OPNAVINST 3500.39B	Operational Risk Management
OPNAVINST 3500.34F	Personnel Qualification Standards (PQS) Program
OPNAVINST 3710.7T	NATOPS General Flight and Operating Instructions

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OPNAVINST 3750.6R	Naval Aviation Safety Program
OPNAVINST 3960.16A	Navy Test, Measurement, and Diagnostic Equipment (TMDE) Automatic Test Systems (ATS), and Metrology and Calibration (METCAL)
OPNAVINST 4030.1A	Packaging Responsibilities Within the Navy
OPNAVINST 4410.2A	Joint Regulation Governing the use and Application of Uniform Source Maintenance and Recoverability Codes
OPNAVINST 4440.25	Consolidated Remain-in-Place List (CRIPL) for Aviation Material
OPNAVINST 4441.12C	Retail Supply Support of Naval Activities and Operating Forces
OPNAVINST 4442.3B	Guidelines for Computing Spare Aircraft Engine and Engine Module Requirements
OPNAVINST 4614.1F	Uniform Material Movement and Issue Priority System (UMMIPS)
OPNAVINST 4731.1B	Joint Oil Analysis Program (JOAP)
OPNAVINST 4790.4D	Ships' Maintenance and Material Management (3-M) Manual
OPNAVINST 4850.1B	Navy Conventional Ordnance Maintenance and Quality Evaluation Policy
OPNAVINST 5090.1B	Environmental and Natural Resources Program Manual
OPNAVINST 5100.19D CH-1	Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
OPNAVINST 5100.23G	Navy Safety and Occupational Health (SOH) Program Manual
OPNAVINST 5100.8G	Navy Safety and Occupational Safety and Health Program
OPNAVINST 5100.27A	Navy Laser Hazards Control Program
OPNAVINST 5102.1D	Mishap Investigation and Reporting
OPNAVINST 5218.7B	Navy Official Mail Management Instructions
OPNAVINST 5442.2G	Aircraft Inventory Reporting System (AIRS)
OPNAVINST 5442.4M	Aircraft and Training Devices Material Condition Definitions, Mission-Essential Subsystems Matrices (MESMS), and Mission Descriptions
OPNAVINST 5513.1F	Department of the Navy Security Classification Guides
OPNAVINST 8000.16B	The Naval Ordnance Maintenance Management Program (NOMMP)
OPNAVINST 8020.14	Department of the Navy Explosives Safety Policy
OPNAVINST 11010.20F	Facilities Projects Manual
OPNAVINST 13100.1D	Designating and Naming Aerospace Vehicles
SECNAVINST 4355.17A – See <a href="#">SECNAVINST 4355.18</a>	
SECNAVINST 4355.18A	Reporting of Supply Discrepancies

SECNAVINST 4855.3B	Product Data Reporting and Evaluation Program (PDREP)
SECNAVINST 4855.5A	Product Quality Deficiency Report Program
SECNAVINST 5210.11D – See <a href="#">SECNAV M-5210.2</a>	
SECNAVINST 5212.5D – See <a href="#">SECNAV M-5210.1</a>	
SECNAVINST 5215.1C	Department of the Navy Directives Issuance System
SECNAVINST 5216.5D	Department of the Navy Correspondence Manual
SECNAVINST 5400.14A – See <a href="#">SECNAVINST 5450.4</a>	
SECNAVINST 5450.4F	Establishment and Disestablishment of Shore (field) Activities, Change to Homeport Assignment and Assignment and Distribution of Authority and Responsibility in the Department of the Navy
SECNAVINST 5510.30A	Department of Navy Personnel Security Program

### **Publications**

AR-21C	Aeronautical Requirements Ground Support Equipment
AR-41	Technical Directive Development and Acquisition of Integrated Logistics Support for Aeronautical Weapons System Changes
ARR-100	Consolidated listing of all aeronautical allowance lists
CMS-1	Policy and Procedures Manual
DOD 4000.25.1-M of Nov 00	Military Standard Requisitioning Issue Procedures (MILSTRIP)
DOD 4140.1-R of May 03	DOD Materiel Management Regulations
DOD 4145.19-R-1 of 1 Sep 79	Storage and Materials Handling
DOD 4160.21-M of Aug 97	Defense Materiel Disposition Manual
DOD 4500.9-R of 22 Apr 96	The Defense Transportation Regulation, Part II - Cargo Movement
DOD 6050.5-L of Apr 02	DOD Hazardous Materials Information System Hazardous Item Listing (non-proprietary)
DOD 6050.5-LR of Jan 97	DOD Hazardous Materials Information System Hazardous Item Listing (proprietary)
DOD 7000.14R	Financial Management Regulation
FM 3-5/MCWP 3-37.3	Army Field Manual/Marine Corps Warfighting Publication, NBC Decontamination
H4/H8	Commercial and Government Entity Codes
JOINT Publication 1-02	Department of Defense Dictionary of Military and Associated Terms
MIL-D-81992B	Directive Technical, Preparation of
MIL-DTL-23618H(AS)	Manuals Technical; Periodic Maintenance Requirements; Preparation and Printing of
MIL-HDBK-200G	Quality Surveillance Handbook for Fuels, Lubricants, and Related Material
MIL-HDBK-263B	Electrostatic Discharge Control Handbook for Protection of Electrical and Electronic Parts, Assemblies and Equipment (Excluding Electrically Initiated Explosive Devices) (Metric)

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MIL-HDBK-773	Electrostatic Discharge Protective Packaging
MIL-HDBK-844(AS)	Aircraft Refueling Handbook
MIL-HDBK-1028/1C	Aircraft Maintenance Facilities
MIL-HDBK-29612-3A	Development of Interactive Multimedia Instruction (IMI) (Part 3 of 5 Parts)
MIL-STD-129P (2)	Standard Practice For Military Markings
MIL-STD-765A	Compass Swinging, Aircraft, General Requirements For
MIL-STD-882D	System Safety Program Requirements
MIL-STD-1686C	Electrostatic Discharge Control Program for Protection of Electrical and Electronic Parts, Assemblies and Equipment
MIL-STD-2161A(AS)	Paint Schemes and Exterior Markings for U.S. Navy and Marine Corps Aircraft
NAEC-MISC 52-0385	List of Nondestructive Testing/Inspections (NTD/I) Equipment
NALDA TDSA NAT02	Support Equipment TD Listing
NAS 410 R2	NAS Certification and Qualification of Nondestructive Test Personnel
NAVAIR A1-NBCDR-OPM-000	Naval Aviation Nuclear, Biological and Chemical (NBC) Defense Resource Manual
NAVAIR A1-NOSH-SAF-00/P-5100-1	OSH Requirements for the Shore Establishment
NAVAIR 00-25-100	Naval Air Systems Command Technical Manual Program
NAVAIR 00-25-300	Naval Air Systems Command Technical Directives System
NAVAIR 00-25-403	Guidelines for the Naval Aviation Reliability Centered Maintenance Program
NAVAIR 00-35QH-2	NAVAIR Allowance List Aviation Life Support System and Airborne Operational Equipment for Aircraft Squadrons Navy and Marine Corps
NAVAIR 00-80T-96	Basic Handling & Safety Manual, US Navy Support Equipment Common
NAVAIR 00-80T-105	CV NATOPS Manual
NAVAIR 00-80T-106	LHA/LHD/MCS NATOPS Manual
NAVAIR 00-80T-109	Aircraft Refueling NATOPS Manual
NAVAIR 00-80T-113	Aircraft Signals NATOPS Manual
NAVAIR 00-80T-117	Electromagnetic Compatibility Theory and Practice Manual
NAVAIR 00-80T-119	Weight Handling Support Equipment Manual
NAVAIR 00-500A	Equipment Applicability List
NAVAIR 00-500C	Directives Application List
NAVAIR 01-1A-1	General Manual for Structural Repair
NAVAIR 01-1A-16	Nondestructive Inspection Methods
NAVAIR 01-1A-17	Aviation Hydraulics Manual
NAVAIR 01-1A-20	Aviation Hose and Tube Manual
NAVAIR 01-1A-23	Standard Maintenance Practices Miniature/Microminiature (2M) Electronic Assembly Repair
NAVAIR 01-1A-34	Aeronautical Equipment Welding

NAVAIR 01-1A-35	Aircraft Fuel Cells and Tanks
NAVAIR 01-1A-75	Organizational, Fleet Intermediate and Depot (WPNSTA) Maintenance Airborne Weapons and Associated Equipment Consumable Material Applications and Hazardous Material Authorized Use List
NAVAIR 01-1A-503	Maintenance of Aeronautical Antifriction Bearings
NAVAIR 01-1A-509	Aircraft Weapons System Cleaning and Corrosion Control
NAVAIR 01-1A-509.1	Organizational/Unit and Intermediate Maintenance Avionics Cleaning and Corrosion Prevention/Control
NAVAIR 01-1A-512	Design Guide for Avionics Shop Power Distribution
NAVAIR 01-1B-40	Weight and Balance Data
NAVAIR 01-1B-50	USN/USMC Aircraft Weight and Balance Control
NAVAIR 01-700	Airborne Weapons/Stores Publication Index
NAVAIR 03-20CBBK-1	Variable Pitch Aircraft Propeller System
NAVAIR 04-10-1	Aircraft Wheels
NAVAIR 04-10-506	Aircraft Tires and Tubes
NAVAIR 04-10-508	Application Table for Aircraft Tires and Tubes
NAVAIR 06-20-2	Gas Cylinders (Storage Type), Use, Handling, and Maintenance
NAVAIR 06-30-501	Oxygen/Nitrogen Systems
NAVAIR 10-300/2A-G	Model GB-1A Oxygen-Nitrogen Generating Plant Service Record Book
NAVAIR 11-1-116A	Identification of Ammunition
NAVAIR 11-100-1.1-CD	Technical Manual for Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs)
NAVAIR 13-1-6.1-1	Inflatable Survival Equipment (Life Raft)
NAVAIR 13-1-6.1-2	Inflatable Survival Equipment (Life Preservers)
NAVAIR 13-1-6.2	Emergency Personnel and Drogue Parachute System
NAVAIR 13-1-6.3	Seat Survival Kits (series)
NAVAIR 13-1-6.4-1	Aviation Crew Systems Oxygen Systems (Aircraft Equipment Masks and Other Systems)
NAVAIR 13-600-4-6-3	Daily/Servicing/Special Preservation Requirements Cards Personnel and Drogue Emergency Parachute Systems
NAVAIR 15-01-500	Preservation of Naval Aircraft
NAVAIR 16-1-540 – See <a href="#">NAVAIR 01-1A-509.1</a>	
NAVAIR 16-1-8	Aeronautical Support Equipment Index
NAVAIR 17	Tool Control Manual (series)
NAVAIR 17-1-114	Inspection and Proof Load Testing of Lifting Slings for Aircraft and Related Components
NAVAIR 17-1-123	Tire Inflator Assembly Kit Part Number M85352/1 Dual Chuck Stem Gauge Part Number M85352/4
NAVAIR 17-1-125	Support Equipment Cleaning, Prevention and Corrosion Control
NAVAIR 17-1-129	Support Equipment Tire and Wheel Assemblies
NAVAIR 17-1-537	Aircraft Restraining Devices and Related Components
NAVAIR 17-15-50.1	Joint Oil Analysis Program Manual, Volume I
NAVAIR 17-15-50.2	Joint Oil Analysis Program Manual, Volume II



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NAVAIR 17-15-50.3	Joint Oil Analysis Program Manual, Volume III
NAVAIR 17-15-98	Aviators Breathing Oxygen Containment Analyzer, A/E24T-226 Part Number 8220A
NAVAIR 17-15-99	PRC-2000-2M System, Electronic Rework Power Unit
NAVAIR 17-15BAD-1	Naval Aircraft and Naval Aircraft Support Equipment Storage Batteries
NAVAIR 17-15E-52	Hydraulic Fluid Contamination Analysis Kit Part Number 57L414
NAVAIR 17-15G-1	Aircraft Tire Inflator/Monitor (63LASL00-1) Organizational and Intermediate Maintenance with Illustrated Parts Breakdown
NAVAIR 17-35FR-06	Facility Requirements for Navy Calibration Labs
NAVAIR 17-35MTL-1	Metrology Requirements List (METRL)
NAVAIR 17-35NCE-1	Navy Calibration Equipment List (NEC)
NAVAIR 17-35QAL-15	Naval Aircraft Carrier (METCAL) Program Manual
NAVAIR 17-600-174-6-1	Preoperational Checklist Tire Inflator Assembly Kit (Part Number M85352/1), Dual Chuck Stem Gauge (Part Number M85352/4)
NAVAIR 17-600-193-6-2	PRC-2000-2M System Maintenance Requirement Cards
NAVAIR 19-1-55	Aircraft Wheel Holder and Tire Bead Breaking Machine
NAVAIR SE-004-PQS-000	Certification Manual for 2M/MTR Program
NAVAIR A6-332AO-GYD-000	Aviators Breathing Oxygen (ABO) Surveillance Program Laboratory Manual and Field Guide
NAVAIR AG-115-SL-OMP-000	Cryogenics Sampler Model FCS 2001 Part Number 600646
NAVEDTRA 10500	CANTRAC (Catalog of Navy Training Courses)
NAVEDTRA 43100-1G	PQS Management Guide
NAVEDTRA 43241-H	Maintenance and Material Management PQS (3M)
NAVICP 00-35T-37-4	NAVICP Allowance List Table of Basic Allowances for Aviation Units Fleet Marine Force
NAVICP P2300, 4C, 8A	NAVICP Repairable Stock Numbered Items List
NAVICP P2330	NAVICP NSN to Family Group Code Cross Reference
NAV MED P-5055	Radiation Health Protection Program
NAV PERS 18068F	Navy Enlisted Manpower and Personnel Classifications and Occupational Standards
NAVSEA OP 3565	Electromagnetic Radiation Hazards (U) (Hazards to Personnel, Fuel and Other Flammable Materials) (U)
NAVSEA OP4	Ammunition Afloat
NAVSEA OP5 VOL I	Ammunition and Explosives Ashore:Safety Regulations for Handling, Storing, Production, Renovation, and Shipping
NAVSEA OP5 VOL III	Ammunition and Explosive Ashore:Advanced Bases
NAVSEA S0420-AA-RAD-010	Radiological Affairs Support Program Manual
NAVSEA S9074-AQ-GIB-010/248	Requirements for Welding and Brazing Procedures and Performance Qualifications

NAVSEA S9310-AQ-SAF-010	Batteries, Navy Lithium Safety Program Responsibilities and Procedures
NAVSEA SE700-AA-MAN-100	Radiac Policy and Procedures Manual; Navy Radiac Program Users Manual
NAVSEA SW010-AF-ORD-010	Identification of Ammunition
NAVSEA SW020-AF-HBK-010	Motor Vehicle Driver and Shipping Inspecting Manual for Ammunition, Explosives and Related Hazardous Material
NAVSEA SW023-AH-WHM-010	Handling Ammunition and Explosives with Industrial Materials Handling Equipment
NAVSO Publication 3006	Financial Management of Resources Operations and Maintenance (for Shore Activities)
NAVSO Publication 3013-1	Financial Management of Resources Fund Administration (Operating Forces)
NAVSO Publication P-1000	Financial Management Policy
NAVSO Publication P1000-3	Appropriation Cost and Property Accounting
NAVSUP Publication 1, Vol II	Navy Supply System Command Manual
NAVSUP Publication 409	MILSTRIP/MILSTRAP Desk Guide
NAVSUP Publication 484	Supply Afloat Fleet and Field Packaging Procedures
NAVSUP Publication 485	Afloat Supply Procedures
NAVSUP Publication 545	Depot Level Repairables (DLR) Requisitioning, Turn-in and Carcass Tracking Guide
NAVSUP Publication 600	Naval Logistics Library (CD-ROM)
NAVSUP Publication 700	Navy Packaging Data (CD-ROM)
NAVSUP Publication 719	Guide for the Assignment, Application and Use of Source, Maintenance and Recoverability Codes
NAVSUP Publication 722	Consolidated Hazardous Material Reutilization and Inventory Management Program (CHRIMP) Manual
NAVSUP Publication 723	Navy Inventory Integrity Procedures
NAVSUP Publication 724	Conventional Ordnance Management Policies and Procedures
NAVSUP Publication 2003	Unabridged Navy Index of Publications, Forms, and Directives
NAVSUP Publication 4107	Master Repairable Items List
NAVSUP Publication 4400	Afloat Shopping Guide
NTP-3J	Navy Telecommunications Procedures Users Manual, VOL III
NWP 3-04.1	Shipboard Helicopter Operating Procedures for Air-Capable Ships
OMA-SAM	Legacy NALCOMIS OMA; System Administrator (SA) Manual
OOMA-SAM	NALCOMIS Optimized OMA System and Database Administration Guide
OMA-UM	NALCOMIS OMA User Manual (UM)
OMA-UG	NTCSS Optimized OMA NALCOMIS User Guide (UG)/Online Help
OP43P6B	Metrology Automated System For Uniform Recall & Reporting (MEASURE)
SECNAV M-5210.1	Department of the Navy Records Management Manual
SECNAV M-5210.2	Department of the Navy Records Management Program Standard Subject Identification Code (SSIC)



**APPENDIX E - Action Taken Codes**

**AT** Codes 1 through 9 are restricted to those repairable items of material which have been administratively or technically screened and found to be nonrepairable at an **IMA** (by designated **I-level** personnel authorized to make these determinations). In keeping with the philosophy of repair at the lowest practicable level, the IMA is authorized to perform any and all functions for which it has or can be granted authority and the capability to perform and meet performance specifications. If more than one **BCM** code applies, the code reflecting the most serious logistic support deficiency will be used.

**BCM 1** - Repair Not Authorized. This code is entered only when the activity is specifically not authorized to repair the item in applicable directives, for example, required maintenance function not assigned by **SM&R** code, **MIM**, maintenance plan, other technical decision, peculiar item from an aircraft not supported by an activity, and SM&R coded XXXXD.

**BCM 2** - Lack of Equipment, Tools, or Facilities. This code is entered when the repair is authorized but cannot be performed because of a lack of equipment, tools, or facilities, for example, required equipment is on **IMRL** but authorized quantity is zero, receipt of authorized IMRL equipment not expected within 30 days (zero quantity on hand), return of required equipment from repair or calibration not expected within 30 days, non-IMRL tools and equipment not on-hand, lack of permanently installed facilities, specifically directed by **ACC/TYCOM**.

**BCM 3** - Lack of Technical Skills. This code is entered when repair is authorized but cannot be performed because of a lack of technical skills, for example, permanent billet will be vacant for more than 30 days; **TAD** billet will be vacant for more than 30 days; billet incumbent absent, for example, TAD or leave; formal technical training is nonexistent; formal technical training exists but cannot be used due to lack of quota or funds; rating, **NEC**, or **MOS** required is not reflected on manpower authorization; rating, NEC, or MOS is on board but billet not assigned to **IMA**.

**BCM 4** - Lack of Parts. This code is entered when repair is authorized but cannot be performed because required parts will not be available within guidelines established by applicable directives.

**BCM 5** - Fails Check and Test. This code is entered when the activity's authorized level of maintenance is limited to check and test only and repair is required.

**BCM 6** - Lack of Technical Data. This code is entered when repair is authorized but cannot be performed because of a lack of technical data, for example, maintenance manuals or test program sets exist but cannot be obtained within 30 days, maintenance manuals or test program sets do not exist or cannot be identified within 30 days, applicable manuals or test program sets are available but do not provide adequate technical information.

**BCM 7** - Beyond Authorized Repair Depth. This code is entered when some level of repair beyond check and test is authorized but the maintenance function required to return the item to a **RFI** condition is not assigned by **SM&R** code, **MIMs**, maintenance plan, or other technical decision.

**BCM 8** - Administrative. This code is entered when repair is authorized and feasible but not attempted due to an **EI** exhibit, **SRC** data unknown and cannot be determined, item under warranty, excessive backlog, budgetary limitations, materials in excess of requirements, or specifically directed by the **ACC/TYCOM**.

**NOTE:** The determination to use **BCM 8** for excessive backlog will be made jointly by the maintenance and supply officers. **BCM 8** for materials in excess of requirements and budgetary limitations require **ACC/TYCOM** approval.

**BCM 9 - Condemned.** This code is entered when a repairable item is so severely worn or damaged that repair is not feasible, as determined by local maintenance personnel, or specifically directed by [ACC/TYCOM](#). The item is locally condemned and returned to the Supply Department for survey, retrograde, or scrap (as appropriate) per applicable directives.

All codes listed below may be used for both on-equipment or off-equipment work unless otherwise noted.

**A. Items of Repairable Material or Weapon/Support System Discrepancy Checked No Repair Required.** This code is used for all discrepancies which are checked and found that either the reported deficiency cannot be duplicated, or the equipment is operating within allowable tolerances. Adjustments may be made under this code if the purpose of the adjustment is to peak or optimize performance. When adjustments are made, the malfunction code should reflect the reason for the adjustment, for example, A-127, A-281, A-282. If the purpose of the adjustment is to bring the equipment within allowable tolerances, Action Taken Code C should be used, for example, C-127, C-281, C-282. Additionally, this code will be used on all [MAF](#) work requests for documenting local manufacture/fabrication.

**B. Repair or replacement of items, such as attaching units, seals, gaskets, packing, tubing, hose, and fittings, that are not integral parts of work unit coded items or components.** These parts are not identified by [WUCs](#) and are normally a connecting or attaching link between two or more components that do have WUCs assigned. Therefore, when items of this nature are repaired or replaced, this action taken code is used. In case of doubt regarding which component to identify, the WUC of the component serviced will be used.

**C. Repair.** This code is entered when a repairable item of material which is identified by [WUC](#) is repaired. Repair includes cleaning, disassembly, inspection, reassembly, lubrication, and replacement of integral parts; adjustments are included in this definition if the purpose of the adjustment is to bring the equipment within allowable tolerances (see Action Taken Code A). This code also applies to the correction of a discrepancy on a weapon/support system (when appropriate).

**D. Work Stoppage, Post and Predeployment, and Inter-[IMA](#) Support.** This code is entered to closeout [MAF](#) Copy 1 when component repair is to be performed at another facility (see Note).

**F. Failure of Items Undergoing Check and Test.** (Work Request and [I-level](#) Assisting Work Center [MAFs](#) only.)

**J. Calibrated - No Adjustment Required.** This code is used when an item is calibrated and found serviceable without need for adjustment. If the item requires adjustment to meet calibration standards, use code K. This code applies to [PME](#) only.

**K. Calibrated - Adjustment Required.** This code is used when an item must be adjusted to meet calibration standards. If the item needs repair in addition to calibration and adjustment, use another code indicating the proper maintenance action. This code applies to [PME](#) only.

**L. Work Stoppage - Awaiting Parts.** This code is entered when a maintenance action must be stopped or delayed while awaiting parts which are not available locally, and a component goes into an awaiting parts status. Use of this code is restricted to the [I-level](#), no entries will be made in the (H-Z) Failed/Required Material block of the close out [MAF](#).

**N. Work In Progress - Close out.** This code is entered by an organizational activity when it becomes necessary to close out a maintenance action during or at the end of a reporting period for any reason, including [SCIR](#) change, [WO](#) close out. This code will be entered by an [IMA](#) to close out for any reason except awaiting parts (see [AT](#) Code L).

**P.** Removed. This code is entered when an item of material is removed and only the removal is to be accounted for. In this instance delayed or additional actions are accounted for separately (see also codes R, S, and T).

**Q.** Installed. This code is entered when an item is installed and only the installation action is to be accounted for.

**R.** Remove and Replace. This code is entered when an item of material is removed due to a suspected malfunction and the same or a like item is reinstalled (see Note).

**S.** Remove and Reinstall. This code is entered when an item of material is removed to facilitate other maintenance and the same item is reinstalled. Action Taken Code S is limited to Malfunction Codes 800, 804, and 811.

**T.** Removed and Replaced for Cannibalization. This code is used when an item of material is removed and replaced as a cannibalization action.

**Y.** Troubleshooting. This code is used when the time expended in locating a discrepancy is great enough to warrant separating troubleshooting time from repair time. Use of this code necessitates completion of two separate documents, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate **MAF**, using the system, subsystem, or assembly **WUC** (as appropriate).

**Z.** Corrosion Treatment. Includes cleaning, treatment, priming, and painting of corroded items that require no other repair. This code is always used when actually treating corroded items, either on equipment or in the shop.

**0.** The numeric 0 will be used in the Action Taken block on all source documents recording look phase man-hours for acceptance, transfer, special, conditional, major aircraft and combined airframe and engine special inspections; and corrosion, preservation, and depreservation including the close out of man-hours on the look phase of those inspections at the end of the reporting period.

**NOTE:** **AT** Code D is used only when the transaction code in block A32 of the **MAF** is 31 or 32. **AT** Code R may be used when the transaction code in block A32 of the **MAF** is 11, 12, 18, 19, 23, or 25. The use of **AT** Code R may be used in block A35 if one of the following conditions is met: (1) if item removed is identified by a **WUC**; (2) for Transaction Code 11 an assisting work center, when the primary work center used **AT** Code R. For the assisting work center the item processed (block 39) must be "0"; (3) for Transaction Code 18 or 19 only when the work unit coded items are time sensitive or require entries in logbooks/**AESR**, such as spark plugs and **CADs**; (4) for Transaction Codes (block A32) 23 or 25. **AT** Codes P, 0, and S are also used for engine identification in the (H-Z) Failed/Required Material section of the **MAF**.



## APPENDIX F - Inventory Codes

The alphanumeric, one position inventory codes listed below are to be entered in block F21 of the [MAF](#). Inventory codes denote the status of the aircraft or equipment at the time of inventory, for example, GAIN, LOSS, or change in [MCRS](#). Inventory codes are as follows:

**0** - INVENTORY ONLY. Equipment that is inventoried but for which no mission capability data is collected. These items will only be gained or lost and will require no change in [MCRS](#) reporting. This code is used for [SE](#), training devices, and missile target inventory reporting and is not applicable to aircraft.

**A** - FULLY OPERATIONAL. Aircraft or equipment in the inventory system that are in a fully operational status. For aircraft, those in OPNAV XRAY status A series, as defined in [OPNAVINST 5442.2](#).

**1** - STANDARD DEPOT LEVEL MAINTENANCE (SDLM). Aircraft or equipment that are enroute to, awaiting, or undergoing [SDLM](#).

**2** - SPECIAL REWORK AT THE DEPOT FACILITY. Aircraft or equipment that are enroute to, awaiting, or undergoing special rework (modification, modernization, conversion, or repair) in the physical custody of the depot repair activity.

**3** - SPECIAL REWORK AT THE REPORTING CUSTODIAN SITE. Aircraft undergoing depot special rework consisting of modernization, modification, conversions, or incorporating [D-level TDs](#) while in the physical custody of the reporting custodian. Aircraft receiving depot repairs while in the physical custody of the reporting custodian remain in Inventory Code A.

**4** - OTHER (Decision to Strike, Remove from Service, Bailment, Loan, etc.). Aircraft or equipment that are affected by reasons other than standard or special rework.

**NOTE:** Inventory Codes 5 through 8 are for future use.

**9** - INVENTORY LOSS (REPORTING ACTIVITIES ARE NOT AUTHORIZED TO USE THIS CODE). This code is computer generated for the SCIR-3 Report and 79 Records to indicate inventory loss as reported by the Transaction Code 03 for equipment no longer in reporting custody as of the last day of the month.





**APPENDIX G - Time/Cycle Prefix Codes**

The alphabetic codes listed below are to be used to prefix entries in fields E42 through E52 and G38 through G48 of the **MAF** to denote type of data being reported. Code W may be used only in field E47 and G43; Code X may be used only in fields E52 and G48. All entries in these blocks will be preceded by an alphabetic prefix, and sufficient zeros will be added between the prefix and the first significant numeric character to make a total of five digits. For example, report 27 hours type equipment time as A0027.

A. Type Equipment Time. Used to report the removal and installation of equipment not having hour meters installed, an **AESR**, **MSR**, **ASR**, **EHR**, or **SRC** card. This will reflect total time since new, whole hours only, on the end item from which the component was removed. If type equipment time exceeds 9,999 hours, record the last four digits only, for example, 10,231 hours would be recorded as A0231. For equipment without logbooks, where total time is unknown, such as **PME**, use A0000.

B. Captive Flights. Total number of captive flights on the equipment. (For use with missiles and missile targets only.)

C. Operating Hours or Counts on Components Having **MSR**, **ASR**, **EHR**, or **SRC** Cards. Use total time since rework or overhaul, if known, whole hours only. If unknown, use time since new. For ASR, EHR, or SRC components or modules using other than hours or counts for time/cycle monitoring system accounting, use appropriate Appendix G code.

D. Days. Number of days in storage.

E. Operating Hours or Counts for Items Having an **AESR**. For items which have an AESR, for example, engines, propellers, in-flight refueling stores, and for components of these items where Code C does not apply, enter time since rework or overhaul if known, whole hours only, as recorded in the AESR. If unknown, enter time since new. For AESR items using other than hours or counts for time/cycle monitoring system accounting use appropriate Appendix G code.

F. Flight Hours. Total flight hours. (For use with missile targets only.)

G. Date of Manufacture. Date the item was manufactured, as recorded on the equipment or associated documents. Date to be entered and read as MMY, for example, 1104. (For use with survival equipment only.)

H. Date Placed Into Service. Date the equipment was placed into service, as recorded on the equipment or associated documents. Also used to designate the open date or propellant manufacture date for **CARTs**, **CADs**, or **PADs**. Date to be entered and read as MMY, for example, 1104. (For use with survival equipment and expeditionary airfield lighting, matting, fresnel lens, visual communication systems, and CARTs, CADs, or PADs.)

K. Arrestments. Number of accumulated aircraft arrestments since new, if available; otherwise, number since overhaul. (For use with aircraft-installed arresting gear and expeditionary airfield equipment only). In the case of expeditionary airfield equipment, use this code to record number of arrestments on the arrester engine assembly, deck pendant tapes, and tape connector only; use Code M to record hour meter reading on retriever engine.

L. Landings. Enter the current total of landings recorded on the aircraft. If total exceeds 9,999 landings, record only the last four digits, for example, 10,231 landings would be recorded as L0231.

M. Meter Time. Number of accumulated hours on equipment and components as shown on the hour meter. (Enter whole hours only.)

N. Rounds Fired. Enter the total number of rounds fired since overhaul, if available; otherwise, enter the total number of rounds fired since new. Data will be rounded to the nearest hundred for entering on the maintenance document. If the figure exceeds 999,999 drop the left most digit and round off to the nearest hundred. Examples: 46 rounds would be reported as N0000, 68 rounds would be reported as N0001, 638 rounds would be reported as N0006, 2,437 rounds would be reported as N0024, 180,779 rounds would be reported as N1808, 1,000,241 rounds would be reported as N0002.

P. Cycles. Enter the number of cycles since overhaul, if available; otherwise, enter the number of cycles since new, for example, number of bombs dropped from a bomb rack.

S. Starts. Enter actual number of starts on equipment/components as shown on start meter or actual number of starts on equipment/component recorded by other devices.

T. Catapult Shots. Enter the number of actual catapult shots recorded on equipment and components.

U. Months Installed. Number of accumulated months equipment was installed since new (if available); otherwise, months since overhaul.

W. Warranty. This code indicates that the component is under warranty and will be used in fields E47 and G43 only. After the prefix code, enter the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the expiration of the warranty is by date, enter on the [MAF](#) the year and month, for example, if warranty expires September 2004, enter W0409.

X. Contract Number. This code indicates the contract number of the component under warranty and will be used in fields E52 and G48 only. After the prefix code, enter the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records, for example, if the contract number is N00019-95-C-0129, enter X0129.

## APPENDIX H - Type Maintenance Codes

The following **TM** codes are prescribed for use on the **MAF**:

**B.** Unscheduled Maintenance. Used for all maintenance actions except the following:

- (1) The **look phase** of any inspection.
- (2) The look phase and **fix phase** of all aircraft inspections, engine inspections, **SE PM** inspections, and missile equipment rehabilitation inspections.
- (3) Calibration of **PME**.
- (4) Transient maintenance.

**D.** Daily, Turnaround, **Special Inspections** and **Preservation** or Depreservation Actions. Used to document special inspections, preservation, depreservation, and for documenting discrepancies discovered during, **daily inspections**, **preoperational inspections**, or **turnaround** inspections. The following examples apply:

(1) With respect to aircraft, this code is used for daily inspections and turnaround inspections, preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days.

(2) With respect to SE, this code is used for preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days and documenting discrepancies discovered during daily inspections, preoperational inspections, and turnaround inspections.

(3) Equipment with a prescribed standard inspection cycle such as mini-regs, parachutes not covered by **MRCs**, and survival equipment.

**E.** Acceptance and Transfer Inspection. **Acceptance** inspections and **transfer inspections** on aircraft, **SE**, and missile targets.

**F.** Transient Maintenance. Maintenance performed on equipment in a transient status.

**G.** **Phase Inspection**. Phased maintenance inspections on aircraft (excluding uninstalled engine inspections), both **look phase** and **fix phase**.

**J.** Major Engine Inspection. This code is used for uninstalled **engine inspections** for both the look phase and fix phase.

**K.** Special Engine Inspection. This code is used for all special inspections performed exclusively on engines, installed or uninstalled, for both the look phase and fix phase.

**L.** Local Manufacture or Fabrication Actions for Nonaeronautical Material.

**M.** Hourly Special Aircraft Inspections. This code is used for airframe and combined airframe and engine hourly interval special inspections for both the look phase and fix phase.

**N.** Cycle or Event Special Aircraft Inspections. This code is used for airframe and combined airframe and engine special inspections based upon cycles or events, for example, rounds fired, arrested landings, launches. This code is used for both the look phase and fix phase.

P. **PM**, Postlaunch Rehabilitation Inspections, and Scheduled Calibration. Used to document both look phase and fix phases of the following type of inspections:

- (1) PM inspections on SE and expeditionary airfield equipment.
- (2) Scheduled calibration of PME.
- (3) Postlaunch rehabilitation of recoverable targets following each launch and recovery, and major inspections on targets not normally rehabilitated, including nonrecoverable types.

S. **Conditional Inspection**. The look phase and fix phases of conditional inspections on aircraft, engines, SE, and missile targets, and conditional (unscheduled) calibration of PME.

T. Supply Support. All work performed as a result of a **MAF** work request received from a supply activity.

U. Reclamation and Salvage. All work performed in connection with reclamation and salvage actions.

The following **TM** codes are prescribed for use by power plants work centers with specific engine repair capability.

1. **First-Degree Repair**. First-degree repair is repair which includes compressor rotor replacement or disassembly to a degree that the compressor rotor assembly can be removed.

2. **Second-Degree Repair**. Second-degree repair by designated **IMAs** includes the repair or replacement of turbine rotors and combustion sections (including afterburners), and the repair or replacement of reduction gearboxes and torque shafts which are considered repairable within the limits of the approved intermediate maintenance handbooks.

3. **Third-Degree Repair**. Encompasses the same gas turbine engine repair capability as the second-degree repair except that certain functions which require high maintenance man-hours and are of low incident rate are excluded.

**APPENDIX I - Malfunction Description Codes****Wiring and Wiring Components**

The following **MAL** description codes are prescribed for use in the **MDS** for wiring and wiring component defects only. The codes are divided into two groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

**INSPECTION (POTENTIAL) FAILURE GROUP**

Use these codes when a need for maintenance exists to prevent an actual wiring or wiring component failure.

**HARNESS/WIRE CHAFING**

W00	Chafing against combustible/bleed airlines
W01	Chafing against structure/components/non-combustible line
W02	Chafing against control cables/flight control components
W03	Chafing against other wire/wire bundle assembly
W04	Chafing against chafe protection material/components
W05	Chafed/frayed grounding/bonding strap

**CIRCUIT BREAKERS/RELAYS**

W06	Loose circuit breaker (not properly secured)
W07	Improper terminals
W08	Loose terminals
W09	Loose relay terminal
W10	Missing/damaged relay cover
W11	Loose relay (not properly secured)
W12	Corroded relay/hardware

**CONNECTORS**

W13	Corroded connector/backshell (external)
W14	Loose/improper/missing/damaged hardware
W15	Improper/damaged/missing potting, seal plugs, or sealant
W16	Missing/damaged rubber boot
W17	Improper/damaged/loose connector (including keyway)

**DIELECTRIC (INSULATION)**

W18	Cracked/brittle/deteriorated insulation
W19	Fluid soaked insulation
W20	Nicked insulation
W21	Torn insulation
W22	Peeling/flaking topcoat insulation
W23	Evidence of carbon tracking/arcing

**INSTALLATION/SECURITY**

W24	Improper wire routing (for example, under flammable fluid carrying line(s))
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W25	Incorrect bend radius
W26	Improper wire bundle slack
W27	Damaged/missing/improper potting at feed through
W28	Improper /damaged/missing chafe prevention material - includes grommets, strips, tubing, insulation sheeting, and insulation tape
W29	Loose/missing/broken standoff
W30	Insufficient clearance
W31	Improperly installed wire bundle assembly cushion clamp, includes rubber slipped, wires against metal, wires clamped to metal, missing clamp, or clamp cushioning material
W32	Loose/improper or damaged clamp
W33	Missing/broken/improper ties
W34	Loose/missing/broken safety wire
W35	Oversized/undersized clamps
W36	Fluid soaked/deteriorated clamps

#### **TERMINAL BOARDS/MODULES/POINTS**

W37	Terminal boards - improper/damaged/loose terminals (studs)
W38	Terminal modules - missing sealing plugs
W39	Damaged/missing terminal boards, modules, separators, or covers
W40	Loose terminal boards, modules, or points
W41	Loose solder joints and crimps
W42	Overstripping/understripping
W43	Improper/missing endcaps
W44	Improper/damaged/loose terminals (does not include relays or circuit breakers)
W45	Corroded terminals, posts, etc.

#### **FUNCTIONAL FAILURE GROUP**

Use these codes when a need for maintenance exists because of an actual wiring or wiring component failure.

W46	Arced/burned/shorted wiring - due to chafing against structure, equipment or fluid/pneumatic lines (including overheat detection elements)
W47	Arced/burned/shorted wiring - due to unknown or other causes (including overheat detection elements)
W48	Broken/open wiring (including overheat detection elements)
W49	Broken splice
W50	Broken terminal lugs/studs
W51	Broken grounding/bonding strap
W52	Connectors - missing, recessed, bent or broken pins/contacts
W53	Connectors - fluid contaminated
W54	Connectors - corroded (internal)
W55	Burned/overheated terminal lugs/studs
W56	Damaged relay/circuit breaker terminals
W57	Damaged/defective relays
W58	Damaged/defective circuit breakers
W59	Damaged wiring (chafed through/gouged/pinched/nicked/torn) with center conductor exposed/bare
W60	Terminal modules - bent or recessed pin(s)
W61	Fluid soaked insulation with center conductor exposed
W62	Defective fuse(s), switches, diodes, light bulbs, and other consumables

**Alphabetical List**

The following **MAL** description codes are prescribed for use in the **MDS**. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

**NOTE: Malfunction description codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.**

**CONDITIONAL (NO FAULT) GROUP**

(Use these codes when a nondefective item is removed, or when the defect or malfunction is not the fault of the item in question.)

578	ACOUSTICAL COIN - TAP TEST
000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
731	BATTLE DAMAGE
817	CANNIBALIZATION - consumable part not carried or NIS
813	CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use Malfunction Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
818	CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft)
814	CANNIBALIZATION - operation launch/turnaround requirements (part not readily available within required time constraints)
812	CANNIBALIZATION - removed for fault isolation/troubleshooting (unit left installed in second aircraft)
815	CANNIBALIZATION - repairable part carried but not on hand in local supply system
816	CANNIBALIZATION - repairable part not carried in local supply system
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities
<u>174</u>	<u>DELIVERED AIRCRAFT QUALITY – manufacturing related quality issues</u>
572	EDDY CURRENT INSPECTION
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment or item
574	FIBER-OPTIC BORESCOPE INSPECTION
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to FOD if not removed
577	GASEOUS LEAK TEST
311	HARD LANDING
573	HARMONIC BOND INSPECTION
246	IMPROPER /FAULTY MAINTENANCE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
158	LAUNCH DAMAGE
576	LIQUID PENETRANT INSPECTION

**(A)**



105	LOOSE, MISSING OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items
571	MAGNETIC PARTICLE INSPECTION
030	MISHAP DAMAGE
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
140	MISSING SRC CARD, ASR, MSR, OR AESR
800	NO DEFECT - component removed/reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
807	NO DEFECT - component removal/reinstallation directed by higher authority
806	NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
805	NO DEFECT - removed for pool stock
804	NO DEFECT - removed/installed due to scheduled maintenance, modification, or high time
811	NO DEFECT - removed for troubleshooting and reinstalled on original equipment
440	OVERAGE, OBSOLETE OR SURPLUS
579	OTHER NDI METHODS
570	RADIOGRAPHIC INSPECTION
787	TIRE REMOVAL - normal wear
877	TRANSPORTATION DAMAGE
575	ULTRASONIC INSPECTION
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND

#### **REASON FOR REMOVAL GROUP**

(This group of codes generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

956	ABNORMAL FUNCTION - of computer mechanical equipment
314	ACCELERATION/DECELERATION IMPROPER
693	AUDIO/VIDEO FAULTY
652	AUTOMATIC ALIGN TIME EXCESSIVE
780	BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
135	BINDING, STUCK, JAMMED
070	BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT ( <a href="#">See note.</a> )
900	BURNED OR OVERHEATED ( <a href="#">See note.</a> )
080	BURNED OUT - light bulb or fuses ( <a href="#">See note.</a> )
150	CHATTERING
185	CONTAMINATION - metallic
306	CONTAMINATION - nonmetallic
170	CORRODED ( <a href="#">See note.</a> )
190	CRACKED, CRAZED ( <a href="#">See note.</a> )
782	DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
846	DELAMINATED
117	DETERIORATED/ERODED ( <a href="#">See note.</a> )

932 DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY ([See note.](#))  
 320 ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP  
 922 ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED  
 959 FAILS TO TRANSFER TO REDUNDANT EQUIPMENT  
 051 FAILS TO TUNE/DRIFTS  
 069 FLAME OUT  
 037 FLUCTUATES, OSCILLATES - frequency/RPM unstable, intermittent, weak/no stabilization  
 327 FLUCTUATING ENGINE OIL PRESSURE INDICATION  
 696 FLUID LOW  
 188 GLAZED  
 653 GROUND SPEED ERROR EXCESSIVE  
 329 HIGH ENGINE OIL PRESSURE INDICATION  
 281 HIGH OUTPUT  
 916 IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)  
 381 LEAKING - internal or external  
 383 LOCK - ON MALFUNCTION  
 989 LOW COOLANT FLOW  
 328 LOW ENGINE OIL PRESSURE INDICATION  
 282 LOW OUTPUT  
 537 LOW POWER OR THRUST - mechanical  
 425 NICKED OR CHIPPED ([See note.](#))  
 682 NO AZIMUTH OR DRIFT  
 326 NO ENGINE OIL PRESSURE INDICATION  
 325 NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine  
 958 NO OR INCORRECT DISPLAY/SCOPE PRESENTATION  
 255 NO OUTPUT  
 823 NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE  
 AFTERBURNER LIGHT  
 257 OFF COLOR  
 398 OIL CONSUMPTION EXCESSIVE  
 464 OVERSPEED/RUNAWAY OPERATION  
 429 PEELED OR BLISTERED ([See note.](#))  
 520 PITTED  
 010 POOR OR NO FOCUS  
 525 PRESSURE/VACUUM/COMPRESSION INCORRECT  
 935 SCORED, SCRATCHED, GOUGED, BURRED ([See note.](#))  
 585 SHEARED  
 681 SHUTTER HUNG/NO TRIP  
 503 SUDDEN STOP  
 649 SWEEP MALFUNCTION  
 334 TEMPERATURE INCORRECT  
 781 TIRE LEAKAGE EXCESSIVE OR BLOWOUT  
 599 TRAVEL OR EXTENSION INCORRECT  
 561 UNABLE TO ADJUST TO LIMITS  
 465 UNDERSPEED  
 690 VIBRATION EXCESSIVE

- 622 WET (See note.)  
020 WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring (See note.)

**NOTE:** Use codes W00 through W62 for wiring and wiring components.

### REASONS FOR FAILURE GROUP

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

- 127 ADJUSTMENT OR ALIGNMENT IMPROPER  
651 AIR IN SYSTEM  
007 ARCING, ARCED (See note.)  
710 BEARING FAULTY  
720 BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE  
969 CANNOT RESONATE - input cavity, magnetron  
180 CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination  
028 CONDUCTANCE INCORRECT  
029 CURRENT INCORRECT  
192 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS  
194 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION  
195 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION  
193 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION  
196 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT  
191 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)  
292 FAILS - acceptance check  
295 FAILS - check/test  
290 FAILS - diagnostic/automatic tests  
698 FAULTY - card/micrologic device  
177 FUEL FLOW INCORRECT  
088 GAIN OR STANDING WAVE RATIO INCORRECT  
350 INSULATION BREAKDOWN (See note.)  
374 INTERNAL FAILURE - use 301 for FOD  
481 KEY WAY OR SPLINE DAMAGED/WORN (See note.)  
410 LACK OF/IMPROPER LUBRICATION  
697 MAGNETIC TAPE BROKEN/FAULTY  
064 MODULATION INCORRECT  
799 NO DEFECT - malfunction could not be duplicated, item checks good  
008 NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT  
450 OPEN (See note.)  
458 OUT OF BALANCE  
991 OUT OF FREQUENCY - does not track tuning curve, poor spectrum  
416 OUT OF ROUND  
766 OUT OF SPECIFICATION/CHANGE OF VALUE

962	POWER OUTPUT DIP/LOW - electronic
703	PROGRAM FAILURE
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
128	RIGGING/INDEXING INCORRECT
615	SHORTED - including internal (See note.)
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
695	SYNC ABSENT OR FAULTY
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
447	WRONG LOGIC - program or computer

**NOTE:** Use codes W00 through W62 for wiring and wiring components.

### **Numerical List**

The following **MAL** description codes are prescribed for use in the **MDS**. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

**NOTE:** Malfunction description codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.

### **CONDITIONAL (NO FAULT) GROUP**

(Use these codes when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.)

000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
030	MISHAP DAMAGE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
105	LOOSE, MISSING, OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items. (See note.)
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND
140	MISSING SRC CARD, ASR, MSR, OR AESR
158	LAUNCH DAMAGE
174	<u>DELIVERED AIRCRAFT QUALITY – manufacturing related quality issues</u>
246	IMPROPER/FAULTY MAINTENANCE (See note.)
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to FOD if not removed
311	HARD LANDING

(A)

437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities
440	OVERAGE, OBSOLETE OR SURPLUS
570	RADIOGRAPHIC INSPECTION
571	MAGNETIC PARTICLE INSPECTION
572	EDDY CURRENT INSPECTION
573	HARMONIC BOND INSPECTION
574	FIBER-OPTIC BORESCOPE INSPECTION
575	ULTRASONIC INSPECTION
576	LIQUID PENETRANT INSPECTION
577	GASEOUS LEAK TEST
578	ACOUSTICAL COIN-TAP TEST
579	OTHER NDI METHODS
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment/item
731	BATTLE DAMAGE
787	TIRE REMOVAL - normal wear
800	NO DEFECT - component removed and reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
804	NO DEFECT - removed and installed due to scheduled maintenance, modification, or high time
805	NO DEFECT - removed for pool stock
806	NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
807	NO DEFECT - component removal and reinstallation directed by higher authority
811	NO DEFECT - removed for troubleshooting and reinstalled on original equipment
812	CANNIBALIZATION - removed for fault isolation or troubleshooting (unit left installed in second aircraft)
813	CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use Malfunction Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
814	CANNIBALIZATION - Operation launch/turnaround requirements (part not readily available within required time constraints)
815	CANNIBALIZATION - repairable part carried but not on hand in local supply system
816	CANNIBALIZATION - repairable part not carried in local supply system
817	CANNIBALIZATION - consumable part not carried or NIS
818	CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft.)
877	TRANSPORTATION DAMAGE

**NOTE: Use codes W00 through W62 for wiring and wiring components.**

**REASON FOR REMOVAL GROUP**

(This group of codes generally describes trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

010	POOR OR NO FOCUS
020	WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring
037	FLUCTUATES, OSCILLATES - frequency or RPM unstable, intermittent, weak, or no stabilization
051	FAILS TO TUNE/DRIFTS
069	FLAME OUT
070	BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT ( <a href="#">See note.</a> )
117	DETERIORATED/ERODED ( <a href="#">See note.</a> )
135	BINDING, STUCK, JAMMED
150	CHATTERING
170	CORRODED ( <a href="#">See note.</a> )
185	CONTAMINATION - metallic
188	GLAZED
190	CRACKED, CRAZED ( <a href="#">See note.</a> )
255	NO OUTPUT
257	OFF COLOR
281	HIGH OUTPUT
282	LOW OUTPUT
306	CONTAMINATION - nonmetallic
314	ACCELERATION/DECELERATION IMPROPER
320	ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
325	NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
326	NO ENGINE OIL PRESSURE INDICATION
327	FLUCTUATING ENGINE OIL PRESSURE INDICATION
328	LOW ENGINE OIL PRESSURE INDICATION
329	HIGH ENGINE OIL PRESSURE INDICATION
334	TEMPERATURE INCORRECT
381	LEAKING - internal or external
383	LOCK-ON MALFUNCTION
398	OIL CONSUMPTION EXCESSIVE
425	NICKED OR CHIPPED ( <a href="#">See note.</a> )
429	PEELED OR BLISTERED ( <a href="#">See note.</a> )
464	OVERSPEED/RUNAWAY OPERATION
465	UNDERSPEED
503	SUDDEN STOP
520	PITTED
525	PRESSURE/VACUUM/COMPRESSION INCORRECT
537	LOW POWER OR THRUST - mechanical
561	UNABLE TO ADJUST TO LIMITS
585	SHEARED
599	TRAVEL OR EXTENSION INCORRECT

622	WET (See note.)
649	SWEEP MALFUNCTION
652	AUTOMATIC ALIGN TIME EXCESSIVE
653	GROUND SPEED ERROR EXCESSIVE
681	SHUTTER HUNG/NO TRIP
682	NO AZIMUTH OR DRIFT
690	VIBRATION EXCESSIVE
693	AUDIO/VIDEO FAULTY
696	FLUID LOW
780	BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
781	TIRE LEAKAGE EXCESSIVE OR BLOWOUT
782	DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
823	NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTERBURNER LIGHT
846	DELAMINATED
900	BURNED OR OVERHEATED (See note.)
916	IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
922	ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
932	DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See note.)
935	SCORED, SCRATCHED, GOUGED, BURRED (See note.)
956	ABNORMAL FUNCTION - of computer mechanical equipment
958	NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
959	FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
989	LOW COOLANT FLOW

**NOTE:** Use codes **W00** through **W62** for wiring and wiring components.

### **REASONS FOR FAILURE GROUP**

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

007	ARCING, ARCED ( <a href="#">See note.</a> )
008	NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
028	CONDUCTANCE INCORRECT
029	CURRENT INCORRECT
064	MODULATION INCORRECT
088	GAIN OR STANDING WAVE RATIO INCORRECT
127	ADJUSTMENT OR ALIGNMENT IMPROPER
128	RIGGING/INDEXING INCORRECT
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
177	FUEL FLOW INCORRECT
180	CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
191	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)

192	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS
193	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
194	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
196	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
290	FAILS – diagnostic/automatic tests
292	FAILS – acceptance check
295	FAILS – check/test
350	INSULATION BREAKDOWN
374	INTERNAL FAILURE – use 301 for FOD
416	OUT OF ROUND
447	WRONG LOGIC - program or computer
450	OPEN (See note.)
458	OUT OF BALANCE
481	KEY WAY OR SPLINE DAMAGED/WORN (See note.)
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
615	SHORTED - including internal (See note.)
651	AIR IN SYSTEM
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
695	SYNC ABSENT OR FAULTY
697	MAGNETIC TAPE BROKEN/FAULTY
698	FAULTY - card/micrologic device
703	PROGRAM FAILURE
710	BEARING FAULTY
720	BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
766	OUT OF SPECIFICATION/CHANGE OF VALUE
799	NO DEFECT - malfunction could not be duplicated, item checks good
962	POWER OUTPUT DIP/LOW - electronic
969	CANNOT RESONATE - input cavity, magnetron
991	OUT OF FREQUENCY - does not track tuning curve, poor spectrum

**NOTE:** Use codes W00 through W62 for wiring and wiring components.





## APPENDIX J - Technical Directive Status Codes

### Status Code Explanation

- A - Assisting Work Center
- C - Complied With
- D - Does Not Apply (Note 1)
- P - Previously Complied With
- Q - TD Removal (Note 2)
- W - Work in Progress

**NOTES:** 1. Use of Status Code D must be verified by a **QAR**.

2. **TD** removal will be documented in the same manner as TD incorporation. The only exceptions being the use of TD Status Code Q in block A35 and the (H-Z) record will be blank.



## APPENDIX K - Type Equipment Codes

### 1. Purpose

This appendix describes the general format and structuring of **TECs** used in the **MDS**. Detailed listings of assigned TECs are published on limited distribution by **COMNAVAIRSYSCOM** (**AIR-6.8.4.3**) in the Aviation Type Equipment Code List (A7210-01) (available on the internet at <https://www.logistics.navair.navy.mil/>). Activities requiring specific TEC information should contact the cognizant commander, **COMFAIR**, Wing, **MAG**, **ACC/TYCOM**, or equivalent headquarters. (R)

### 2. Description

**TECs** are four-character codes which identify either the end item or category of equipment on which work is performed. Codes in each specific category are structured in the manner best suited to describe the equipment concerned. To maintain the stability of historical data, a TEC is considered unique to an end item over its life cycle and for 5 years after the end item has been retired for reporting purposes. Afterward, the TEC is considered to be deactivated. A deactivated TEC may be reassigned for a new application if deemed necessary by **COMNAVAIRSYSCOM** (**AIR-6.8.4.3**), Patuxent River, MD. (R)

### 3. Code Structuring

**TECs** are structured as follows in each code category.

a. A Series - Aircraft. Aircraft are identified in this code series by **T/M/S** designation. The general aircraft type/model is indicated by a code ending in 9, for example, **AMA9** = F/A-18 type/model group. This code may be used when the specific aircraft T/M/S is not known or when work is performed on components applicable to several different series aircraft of the same type/model, such as, work on radio components of F/A-18 aircraft documented as a single action. However, codes ending in 9 should not be used where a more specific code can be applied. An example of code structuring used in this series is as follows:

AMAF -	F/A-18C Aircraft
A -	Equipment Category (Aircraft)
AM -	Aircraft Type/(M-Fighter/Attack)
AMA -	Aircraft Type/Model (F/A-18)
AMAF -	Aircraft Type/Model/Series (F/A-18C)

b. B Series - Mission Mounted Equipment. Codes in this series identify external items of mission equipment, such as photo, electronic counter measure, gun pods, and in-flight refueling buddy stores, which are treated as end items when not installed. An example of code structuring in this series is as follows:

BMAF -	F/A-18C Aircraft Mission Mounted Equipment
B -	Equipment Category (mission mounted equipment)
BM -	Aircraft Type/(M-Fighter/Attack)
BMA -	Aircraft Type/Model (F/A-18)
BMAF -	Aircraft Type/Model/Series (F/A-18C)

c. D Series - **PME**. Codes in this series are assigned only through the second position, to indicate broad subcategories of **PME**. Codes are assigned to conform as closely as possible to **WUC** groupings used in **NAVAIR 16-1-8 WUC Manuals**. The third and fourth position of these codes may be further assigned locally

if desired, for example, DBAB, DBAC, and DBBA. In the event this breakdown is desired, its use will be controlled by the local MO and issued/coordinated by QA. Codes assigned in this series are as follows:

- DAAA - Flight Reference Test and Check Equipment. Includes test and check equipment for the following: air data computer, angle of attack, automatic flight control, automatic stabilization, autopilot, compass, heading reference, stall warning, true airspeed computing, and vertical gyro indicating systems. (Includes all PME in the 56 series WUCs.)
- DBAA - Communications Test and Check Equipment. Includes test and check equipment for the following: HF, VHF, UHF, and interphone communications systems, emergency radio systems, IFF systems, and communication navigation interrogation integrated systems. (Includes all PME in the 61 series WUCs which do not have a specific TEC assigned.)
- DCAA - Navigation Test and Check Equipment. Includes test and check equipment for radio and radar navigation systems. (Includes all PME in the 71 series WUCs which do not have a specific TEC assigned.)
- DDAA - Weapon Control Test and Check Equipment. Includes test and check equipment for bombing-navigation and weapon control systems. (Includes all PME in the 74 series WUCs which do not have a specific TEC assigned.)
- DEAA - Weapon Delivery Test and Check Equipment. Includes test and check equipment for weapons delivery systems. (Includes all PME in the 75 series WUCs which do not have a specific TEC assigned.)
- DFAA - Electronic Countermeasures Test and Check Equipment. Includes test and check equipment for electronic countermeasures systems. (Includes all PME in the 76 series WUCs which do not have a specific TEC assigned.)
- DGAA - Semi-Automatic Check-Out Equipment. Includes test and check equipment for electronic semi-automatic check-out equipment. (Includes all PME in the 78 series WUCs which do not have a specific TEC assigned.)
- DHAA - General Electronic Test and Check Equipment. Includes sweep, signal, pulse, code, and function generators; range, crystal, compass, and transducer calibrators; frequency meters; vacuum tube voltmeters; oscilloscopes; RF, UHF, and VHF power wattmeters; frequency counters; frequency calibrators; fuel, oxygen, and hydraulic testers; engine instrument and performance testers; electrical equipment module testers; test bench harnesses, cables, and adapters; and the allied equipment. (Includes all the PME in the 79 series WUCs which do not have a specific TEC assigned.)
- DZAA - Other. Includes all PME not assigned a WUC. Requests for assignment of a WUC should be accomplished via Configuration Management Information Systems Baseline Manager Fleet Support Team. (R)

d. G Series - Common Support Equipment and Aeronautical Expeditionary Airfield Equipment. Equipment in this code series is identified by subcategory, group, and individual T/M/S designation. Equipment assigned G series TECs must be repairable and able to perform their intended function independently. The general equipment group is indicated by a code ending in A, for example, GACA = Diesel Engine Driven Electric Generator Units. This code may be used when (1) the specific equipment T/M/S designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S equipment in the same general group, documented as a single maintenance action. However, codes ending in A should not be used where a more specific code can be applied. An example of code structuring in this series is as follows:

- GACB - Sun Model NC-10 Diesel-Driven Mobile Electric Power Plant
- G - Equipment Category (common support equipment)
- GA - Equipment Subcategory (electric generator units)

GAC - Equipment Group (diesel engine driven electric generator units)  
 GACB - Sun Model NC-10

e. H Series - Missile and Target **PSE**. Equipment in this code series is identified by missile or target application, subcategory, and individual equipment type/model. Equipment assigned H series **TECs** must be repairable and able to perform their intended function independently. The general equipment subcategory is indicated by a code ending in A, for example, HFDA = AIM-9 Target Test Sets. This code may be used when (1) the specific equipment **T/M/S** designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S of equipment in the same general subcategory, documented as a single maintenance action. However, codes ending in A should not be used when a more specific code can be applied. An example of code structuring in this series is as follows:

HFDC - AIM-9 Target Test Set. MK-401  
 H - Equipment Category (missile or target)  
 HF - Missile/Target Application (AIM-9 Target)  
 HFD - Equipment Subcategory (Test Sets)  
 HFDC - Equipment Model/Type (MK-401)

f. J Series - Jet Engines. Jet engines are identified in this code series by model, series, and aircraft application. The general engine model/series group is indicated by a code ending in X, for example, JHPA = J52-P-408B engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of J52-P-408B engine being built up for installation on either a EA-6B aircraft), or when a code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code may be applied. An example of code structuring in this series is as follows:

(R

JHPA - J52-P-408B engine, used in model EA-6B aircraft  
J - Equipment Category (jet engines)  
JH - Engine Model (J52)  
JHP - Engine Model/Series (J52-P-408B)  
JHPA - Aircraft Application (EA-6B aircraft)

g. K Series - BIS (Board of Inspection and Survey) Aircraft. Aircraft codes in this series identify BIS aircraft (that is, those with the letter J prefix in the model designation). The **TEC** for these aircraft is constructed by using the basic aircraft TEC with the letter K substituted for A in the first position. An example of code structuring in this series is as follows:

KMAF - F/A-18C Aircraft  
 K - Equipment Category (BIS Aircraft)  
 KM - Aircraft Type/(M-Fighter/Attack)  
 KMA - Aircraft Type/Model (F/A-18)  
 KMAF - Aircraft Type/Model/Series (JF/A-18C)

h. M Series - Missile, Probes, Rockets, **AMCM** equipment, **UAV** equipment, and Targets. Equipment in this code series is identified by subcategory, design and type number, and series number. The general design and type is indicated by a code ending in 9, for example, MBA9 = ACM-12. This code may be used when (1) specific series designation is not known, (2) when a unique **TEC** is not assigned to the specific equipment

involved, or (3) when work is performed on several different series-designated equipment of the same design and type, and documented as a single maintenance action. However, codes ending in 9 should not be used when a more specific code can be applied. An example of code structuring in this series is as follows:

MBAG - AGM-12C2 Bullpup Missile  
 M - Equipment Category (missiles, probes, rockets, targets)  
 MB - Equipment Subcategory (airlaunched surface attack missiles)  
 MBA - Design and Type Number (AGM-12)  
 MBAG - Series Number (AGM-12C2)

i. N Series - Project Development Aircraft. Aircraft codes in this series identify project development aircraft (those with the letter N prefix in the model designation). The TEC for these aircraft is constructed by using the basic aircraft TEC, with the letter N substituted for A in the first position. An example of code structuring in this series is as follows:

NMAF - F/A-18C Aircraft  
 N - Equipment Category (project development aircraft)  
 NM - Aircraft Type/(M-Fighter/Attack)  
 NMA - Aircraft Type/Model (F/A-18)  
 NMAF - Aircraft Type/Model/Series (NF/A-18C)

j. P Series - APU and SEGTE. Engines in this category are identified by model, series and aircraft and equipment application. The general model/series group is indicated by a code ending in X, for example, PAAX = GTC-95-2 Engine Aircraft and Equipment application not specified. This code may be used when the specific aircraft or equipment is not known (as in the case of a GTC-95-2 engine being built up for installation on either a P-3A or P-3C aircraft), or when a code is not assigned to the specific aircraft or equipment application involved. Codes ending in X should not be used on turn-in documentation when a more specific code may be applied. An example of code structuring is as follows:

PAAB - GTC-95-2 Engine used on model P-3A Aircraft  
 P - Engine Category (APU or SEGTE)  
 PA - Engine Model (GTC-95)  
 PAA - Engine Model/Series (GTC-95-2)  
 PAAB - Engine Application (P-3A)

k. R Series - Reciprocating Aircraft Engines. Reciprocating engines are identified in this code series by model, series, and aircraft application. The general engine model/series group is indicated by a code ending in X, for example, REDX = R1820-80 engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of an R1820-80 engine being built up for installation in either an LC-117D or TC-117D aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied. An example of code structuring is as follows:

REDB - R1820-80 Engine, used in model LC-117D aircraft  
 R - Equipment Category (reciprocating engines)  
 RE - Engine Model (R1820)  
 RED - Engine Model/Series (R1820-80)  
 REDB - Engine Application (LC-117D aircraft)

l. S Series - Aircraft PSE. Equipment in this category is identified by aircraft application, subcategory, and individual model and type number. Equipment assigned S series TECs must be repairable and able to perform their intended function independently. The general equipment application and subcategory is indicated by a code ending in A, for example, SCBA = A-6 aircraft SACE equipment. This code may be used when the specific equipment type or model designation is not known, or when a unique TEC is not assigned to the specific equipment involved. However, codes ending in A should not be used when a more specific code can be applied. An example of code structuring is as follows:

SCBH -	A-6 Aircraft Computer Test Console, OA-3734/ASM-77
S -	Equipment Category (aircraft PSE)
SC -	Aircraft Application (A-6)
SCB -	Equipment Subcategory (SACE equipment)
SCBH -	Equipment Model and Type (OA-3734/ASM-77 computer test console)

m. T Series - Turboprop and Turbofan Module Engines. Turboprop, turbofan, and module engines are identified in this code series by model, series, and aircraft application. The general engine model/series group/engine module is indicated by a code ending in X, for example, THBX = T56-A-7 engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of a T56-A-7 engine being built up for installation in either a KC-130F or C-130F aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied. For modules, the engine application series (fourth position), will be X, for example, F404-GE-400 (fan, HPC, HPT, etc.) module would be TXAX and T56-A-7 (GB, PS, etc.) module would be THBX. An example of code structuring is as follows:

THBF	T56-A-7 Engine, used in model KC-130F Aircraft
T -	Equipment Category (turboprop/turbofan engines)
TH -	Engine Model (T56)
THB -	Engine Model/Series (T56-A-7)
THBF -	Engine Application (KC-130F aircraft)

n. V Series - Trainers and Training Devices. Equipment is identified in this code series by application and equipment model/type number. The general equipment application is identified by a code ending in 9, for example, VAC9 = A-4 aircraft peculiar trainers/training devices. This code may be used when the specific equipment model/type number is not known, or when a unique code is not assigned to the specific equipment involved. However, codes ending in 9 should not be used when a more specific code can be applied. An example of code structuring is as follows:

VACB -	A-4 Aircraft Weapon System Trainer, type 2F62
V -	Equipment Category (trainers/training devices)
VA -	Broad Application (attack aircraft peculiar)
VAC -	Specific Application (A-4 aircraft peculiar)
VACB -	Equipment Model/Type (type 2F62 weapon system trainer)

nA. W Series – Expendable Aviation Ordnance. This series will be used to document expendable aviation ordnance identified by the NTCSS Optimized OMA NALCOMIS baseline manager. These codes identify various bombs, fuses, and fins for the purpose of CM. An example of the code structuring in this series is as follows:

(A



WFA3 - BDU33  
W - Equipment Category (Expendable Aviation Ordnance)  
WF - Bomb  
WFA - BDU  
WFA3- Series 33

o. X Series - Not a [DON](#)/Foreign Aircraft. Aircraft in this series identify non-DON/foreign aircraft. These codes were previously assigned with S as the first character of the [TEC](#) by the Naval Safety Center. The S is replaced with X by [COMNAVAIRSYSCOM \(AIR-6.8.4.3\)](#), whose responsibility includes the assignment of all TECs. All X series TECs listed in the Aviation Type Equipment Code List (A7210-01) will be used by personnel/activities involved in the Personnel Exchange Program, or aviators not assigned to a DON activity when submitting Naval Aircraft Flight Records through the Aviation Maintenance and Material Management System. These codes will not be used in the documentation of [MAFs](#).

(R)

p. Y Series - Aeronautical equipment not identified to a specific TEC in this series are assigned only through the second position, to indicate subcategories of equipment which cannot be identified to a specific TEC. These codes are used to document off-equipment work on material which may have application to more than one type equipment. Examples are electronic equipment from supply stock and parachute repacking. The third and fourth positions of these codes may be further assigned by the [NTCSS Optimized OMA NALCOMIS baseline manager](#), for example, YWAC, YWAD, or YWAE. In the event this breakdown is desired, its use will be controlled by the local [MO](#) and issued/coordinated by [QA](#). Basic codes assigned are as follows:

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**NOTE: YLAA and YWAA can be used for documentation purposes (MAF) of both on-equipment and off-equipment work.**

YAAA - Aircraft Equipment  
 YBAA - Airborne Aeronautical Equipment. This equipment is used in test bench installations.  
 YCAA - Avionics and Weapons Equipment  
 YEAA - Engines  
 YGAA - Support Equipment  
 YLAA - Logistics Support Equipment. This equipment is usually designated by Mk and Mod number.  
 YPAA - Aviator's Personal Equipment  
 YWAA - Weapons Support Equipment. This equipment is usually designated by Mk and Mod number.  
YWAB - Weapons Ordnance Handling Support. Aviation Ordnance breakouts, buildups, restows, and support of daily operational weapons requirements.  
 YZAA - Other Equipment

(A)

q. Z Series - Nonaeronautical Equipment. The unstructured code ZAAA is assigned for documenting all nonaeronautical work, such as the construction of signs and status boards. The third and fourth positions of this code may be further assigned locally if desired, for example, ZAAB, ZAAC, ZABA, or ZACA. In the event this breakdown is desired, its use will be controlled by the local [MO](#) and issued and coordinated by [QA](#). Code ZBAA is assigned for air and surface repairable components which are removed from a ship or surface craft and scheduled for repair at a designated [IMA](#).

#### 4. Request for Addition or Deletion of Codes

a. [COMNAVAIRSYSCOM \(AIR-6.8.4.3\)](#) is responsible for the assignment and control of [TECs](#). Except for engines, requests for TECs should be limited to repairable equipment capable of performing

(R)

independently. If requests concern [SE](#) or [PME](#), they will be forwarded via NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION (32400b596-1), HWY 547, LAKEHURST NJ 08733-5900, in addition to the normal chain of command. Requests shall be addressed through the cognizant chain of command ([COMNAVAIRSYSCOM \(AIR-6.8.4.3\)](#) cannot assign codes without proper endorsements).

(R)

**NOTE:** To expedite processing, copies of signed, serialized, and dated change request originating letters and endorsements may be transmitted via TELEFAX through the chain of command to [COMNAVAIRSYSCOM \(AIR-6.8.4.3\)](#) (DSN 757-8451 or COMM (301-757-8451) for immediate action.

b. Naval letter format:

From: (Requesting Activity)

To: [Commander, Naval Air Systems Command \(AIR-6.8.4.3\)](#)

(R)

Via: (Appropriate type commander for approval and endorsement)  
(Other commands in paragraph 4 (if applicable))

Subj: AVIATION 3M TYPE EQUIPMENT CODE CHANGE REQUEST

1. The following type equipment code addition/deletion is requested. (Provide information as listed in the Aviation Type Equipment Code List (A7210-01))

ADD or DELETE:

AIRCRAFT MODEL DESIGNATION  
ENGINE MODEL DESIGNATION  
NUMBER OF ENGINES  
PART NUMBER  
[CAGE](#) DESIGNATION  
NOMENCLATURE  
TYPE, DESIGNATOR, MODEL  
[WUC](#)  
[NIIN](#)

2. Justification: (This paragraph should contain a justification for the request, any amplifying information considered necessary, and a command point of contact with [DSN](#) and commercial phone numbers.)

(Requester's Signature)

Copy to:

NATEC ([Code 6.8.5](#))

(R)

c. [COMNAVAIRSYSCOM's mailing address:](#)

(R)

ATTN: AIR-6.8.4.3  
[NAVAIRSYSCOMHQ](#)  
47038 MCLEOD RD  
BLDG 448 RM 200B, UNIT 8  
PATUXENT RIVER, MD 20670-1626

Upon approval, [COMNAVAIRSYSCOM \(AIR-6.8.4.3\)](#) will inform:

COMNAVAIRFOR (N422C)  
NATEC ([Code 6.8.5](#))  
NASTA Corona CA (QA41)  
NAVMAC (32)  
SPAWARSCEN NORFOLK DET SAN DIEGO CA (64)



**APPENDIX L - Technical Directive Codes****Alphabetic List**

<u>CODE</u>	<u>TITLE</u>
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
99	Age Exploration Bulletin (AEB)
94	Airborne Software Bulletin (ASB)
93	Airborne Software Change (ASC)
76	Airborne Weapon Bulletin (AWB)
75	Airborne Weapon Change (AWC)
67	Aircrew System Bulletin (ACB)
66	Aircrew System Change (ACC)
74	Airframe Bulletin (AFB)
50	Airframe Change (AFC)
57	Aviation Armament Bulletin (AAB)
56	Aviation Armament Change (AAC)
55	Avionics Bulletin (AVB)
54	Avionics Change (AVC)
41	Commodity Software Bulletin (CSB)
40	Commodity Software Change (CSC)
52	Dynamic Component Bulletin (DCB)
51	Dynamic Component Change (DCC)
79	Meteorological Equipment Bulletin (MEB)
73	Meteorological Equipment Change (MEC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
91	Naval Air Maintenance Trainer Change (NTC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
69	Photographic Bulletin (PHB)
68	Photographic Change (PHC)
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)
65	Propeller Bulletin (PRB)
64	Propeller Change (PRC)
04	Quick Engine Change Kit Bulletin (QEB)
03	Quick Engine Change Kit Change (QEC)
08	Reusable Container Bulletin (RCB)
07	Reusable Container Change (RCC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
63	Support Equipment Bulletin (SEB)
62	Support Equipment Change (SEC)
96	Support Software Bulletin (SSB)
95	Support Software Change (SSC)
78	Target Control System Bulletin (TCB)
77	Target Control System Change (TCC)
06	Training Equipment Bulletin (TEB)
05	Training Equipment Change (TEC)

## Numeric List

<u>CODE</u>	<u>TITLE</u>
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)
03	Quick Engine Change Kit Change (QEC)
04	Quick Engine Change Kit Bulletin (QEB)
05	Training Equipment Change (TEC)
06	Training Equipment Bulletin (TEB)
07	Reusable Container Change (RCC)
08	Reusable Container Bulletin (RCB)
40	Commodity Software Change (CSC)
41	Commodity Software Bulletin (CSB)
50	Airframe Change (AFC)
51	Dynamic Component Change (DCC)
52	Dynamic Component Bulletin (DCB)
54	Avionics Change (AVC)
55	Avionics Bulletin (AVB)
56	Aviation Armament Change (AAC)
57	Aviation Armament Bulletin (AAB)
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
62	Support Equipment Change (SEC)
63	Support Equipment Bulletin (SEB)
64	Propeller Change (PRC)
65	Propeller Bulletin (PRB)
66	Aircrew System Change (ACC)
67	Aircrew System Bulletin (ACB)
68	Photographic Change (PHC)
69	Photographic Bulletin (PHB)
73	Meteorological Equipment Change (MEC)
74	Airframe Bulletin (AFB)
75	Airborne Weapon Change (AWC)
76	Airborne Weapon Bulletin (AWB)
77	Target Control System Change (TCC)
78	Target Control System Bulletin (TCB)
79	Meteorological Equipment Bulletin (MEB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
91	Naval Air Maintenance Trainer Change (NTC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
93	Airborne Software Change (ASC)
94	Airborne Software Bulletin (ASB)
95	Support Software Change (SSC)
96	Support Software Bulletin (SSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
99	Age Exploration Bulletin (AEB)

**APPENDIX M - Special Inspection Work Unit Codes****Seventh Position Matrix**

Seventh Position of Interval Grouping Work Unit Code, for example, hours, days, cycles:

A	01-20
B	21-30
C	31-40
D	41-50
E	51-60
F	61-90
G	91-100
H	101-140
J	141-185
K	186-230
L	231-300
M	301-400
N	401-500
P	501-600
Q	601-900
R	901-1100
S	1101-1500
T	1501-3700
U	3701-6900
V	6901-8000
W	8001-10000
X	10001-14000
Y	14001-20000
Z	20001-24999

For inspections based on intervals of 25,000 and above, such as rounds of ammunition loaded or fired, divide the interval by 100 and enter the derived character. For example, intervals of 25,000, 50,000, and 125,000 equate to L, N, and S respectively. For inspections based on weeks, convert to number of days and select the proper seventh position based on days, for example, 4 weeks = 28 days = B. Convert all support equipment periodic maintenance inspection intervals, as called for in applicable [MRCs](#), to the nearest 7 day increment, for example, 1 year = 52 weeks; 1 quarter = 13 weeks; 1 month = 4 weeks; and 1 week = 7 days).



**APPENDIX N - Awaiting Maintenance Reason Codes**

1. Awaiting or Undergoing Depot Repair at the Reporting Custodian Site. This code will be documented when no further maintenance can be performed due to depot level repair at the reporting custodian site.
2. Support Equipment, Hangar, Hangar Deck Spaces, or Facilities. Lack of adequate support equipment, maintenance area, or utility services, such as electricity or air pressure.
3. Backlog. Workload in excess of work center capability.
4. Off-shift Hours. Maintenance requirement exists beyond normal working hours. This applies only to activities which do not normally schedule work assignments during the reported period, such as 0001 to 0800, or during weekend or holiday periods in which personnel are not normally working.
5. Other. Performance of maintenance precluded by weather, operational conditions, general drill, training, ceremonies, open house, shipboard/shore station imposed restrictions, etc.
6. Awaiting AIMD Maintenance. Awaiting the return of an engine or component from the AIMD during a NMCM period. This code would be annotated when no further work could be accomplished without the engine or component in process in AIMD. Subsystem capability impact report will reflect the control JCN for the airframe and the work unit code of the delinquent item.
7. Flight Operations/Operational Utilization. Weapon systems or equipment unavailable for maintenance due to flight operations or equivalent.
8. Awaiting Other Shops or Maintenance Actions. This code will be documented when no further maintenance can be performed due to other shops or maintenance actions, for example, Work Center 120 unable to complete functional check on flight controls due to Work Center 110 having engine removed. This code should not be confused with Reason Code 3 (backlog).
9. Awaiting Maintenance Funding. This code will be used when the item cannot be repaired due to a lack of support funding for required repair parts or for BCM action.

**NALCOMIS Job Status Codes**

A1.	Pre-Induction Screening.	M5.	AWM Other.
CC.	MAF Canceled.	M6.	AWM Awaiting AIMD.
CM.	Contractor Maintenance.	M7.	AWM Flight/Operational.
CP.	Contractor Parts.	M8.	AWM Awaiting Other Shops.
DD.	Analyst Delete.	M9.	AWM Funding
IW.	In Work.	WB.	In Transit from AWP Locker.
JC.	Job Complete.	WD.	Awaiting Disposition.
M1.	AWM In Depot.	WP.	AWP In Shop.
M2.	AWM SE/Hangar.	WQ.	AWP In AWP Locker.
M3.	AWM Backlog.	WS.	AWP Work Stoppage.
M4.	AWM Off Shift.	WT.	In Transit to AWP Locker.





## APPENDIX O - General Work Unit Codes

The following WUCs are used on the MAF when documenting general maintenance actions.

- 030 - Maintenance Inspections. Used for acceptance, transfer, and conditional inspections.
- 040 - Corrosion Prevention. Used when documenting unscheduled corrosion prevention, including unscheduled aircraft washing.
- 049 - Preservation and Depreservation. Used when end items are preserved for temporary or long term storage or shipment, and for depreservation. Refer to Chapters 6 and 9 for specific documentation procedures.

The following WUCs are used on the MAF Work Request or the Intra-Activity Support MAF. These codes should be used only when a specific WUC does not apply.

- 050 - General Functions. Includes aeronautical related functions, such as painting, stenciling, lettering, and installing decals; fabric and metal tests; calibration of mechanical devices; reclamation and salvage; local manufacture and fabrication; and oil analysis. Use code 050 only if none of the following codes apply.
- 051 - Wheel and Tire Buildup and Teardown.
- 052 - Check, Test, and Service. Includes items other than those listed in code 050 or those power plant and life support items listed under codes 060 and 080, respectively.
- 060 - Propulsion System Support. Includes tasks such as the handling of engines, propellers and rotor heads. Use the appropriate specific code from the following list; if none of these apply, use code 060.
- 061 - Quick Engine Change Assembly and Quick Engine Change Kit Buildup and Teardown.
- 062 - Propeller and Rotor Head Buildup and Teardown.
- 063 - Engine Test Stand Operation.

**NOTE: 06 Series WUCs may not be used on the Intra-Activity Support MAF.**

- 080 - Inspection of Aviators Equipment, Safety and Survival Equipment. For work in this general category use the appropriate specific code from the following list; if none of these apply, use code 080.
- 081 - Check, Test, Service, and Repack of Parachutes. Includes personnel, cargo, and drag parachutes.
- 082 - Check, Test, and Service of Flotation Equipment. Includes life rafts and life vests.
- 083 - Check, Test, and Service of Personal Equipment. Includes torso harnesses, pressure suits, general flight clothing, and helmets.
- 084 - Check, Test, and Service of Oxygen Equipment. Includes oxygen masks, oxygen regulators, and liquid oxygen converters.
- 090 - Nonaeronautical Work. Nonaeronautical work is defined as work that cannot be properly charged to aircraft, power plants, SE, missiles, trainers or other aeronautical equipment within the scope of TECs "A" through "Y". It includes manufacture, repair, assembly, disassembly, painting, or other productive labor that contributes to the overall state of readiness of the reporting unit. Used only with TEC "Z" series.
- 091 - Surface PMS. Used with TEC "Z" series to document man-hours consumed in performing scheduled and unscheduled surface PMS functions.



**APPENDIX P - Transaction Codes**

The transaction codes listed below are to be entered in block A32 of the [MAF](#). Transaction codes denote the type of data being reported. Codes 00, 02, and 03 particularly are for reporting custodians.

TRANSACTION CODE	USE
00	Is used to report an inventory gain.
02	Is used to report a change in the material condition reporting status of an equipment, for example, IN/OUT reporting.
03	Is used to report an equipment loss.
11	<p>a. On-Equipment work not involving removal of defective or suspected defective components/items.</p> <p>b. On supporting engine documents not having a removal of a defective or suspected defective component/item when the engine is not specifically identified to a particular aircraft, for example, JRPX.</p> <p>c. This code is also used at the <a href="#">O-level</a> or <a href="#">I-level</a> when closing out a maintenance action.</p> <p>d. On supporting documents where corrosion treatment is performed at the <a href="#">IMA</a> and this treatment is a separate and distinct action apart from the required repair.</p>
12	<p>a. On-Equipment work, including engines, involving nonrepairable components/items documented as failed parts.</p> <p>b. Engine identification documented in the Failed/Required Material blocks (H-Z) and indexed (Use Transaction Code 12).</p>
14	Removal of a nondefective component/item (excluding cannibalization, see Transaction Code 19), from an engine, to be processed at the O-level. (Transaction Code 18 will be used for the removal and replacement of a complete nondefective engine.) In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
15	Installation of a nondefective component/item, excluding cannibalization (see Transaction Code 19) on an engine to be processed at an O-level activity. In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
16	Removal of a nondefective component/item, excluding engine components/items and a cannibalization (see Transaction Code 18), to be processed at an O-level activity. In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
17	Installation of a nondefective component/item (excluding engine components/items and cannibalization). In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
18	<p>Used to document the following for components/items at O-level and I-level activities (excluding engine components/items at the O-level):</p> <p>a. Removal and replacement of nondefective components and items to accomplish a cannibalization action (Action Taken Code T).</p> <p>b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (Action Taken Code R).</p> <p>Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. Block 79 (index) will remain blank.</p>
19	Used to document the following for engine components and items at the O-level:

TRANSACTION  
CODE

## USE

- a. Removal and replacement of a nondefective component or item to accomplish a cannibalization action (Action Taken Code T).
- b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (Action Taken Code R).
- Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. The engine from which the component was removed and replaced will be documented in the (H-Z) Failed/Required Material blocks 79, 10, 11, 14, 19, and 41.
- 20 Removal and replacement of nondefective consumable component for cannibalization (NTCSS Optimized OMA activities only).
- 21 Will be used when a repairable component is removed (excluding engines and engine components) for processing at an IMA or D-level maintenance activity. This code is used when only the removal must be documented and a replacement is not required (see Note).
- 23 Removal and replacement of a defective, suspected defective, or scheduled maintenance of a repairable component from an end item (excluding engine components at the O-level). Additionally, this transaction code will be used for the removal and replacement of a complete engine assembly for a defect, suspected defect, or scheduled maintenance requirement. The removal component is to be processed at an IMA or D-level maintenance activity. For IMA only - Use this transaction code for removal and replacement of engine modules and components when the engine is the end item (see Note).
- 24 Will be used when a repairable engine component is removed for processing at an IMA or D-level activity. This code is used only when the removal must be documented and the replacement is not required (see Note).
- 25 Removal and replacement of a defective or suspected defective repairable component from an engine. The removed component to be processed at an IMA or D-level activity (see Note).
- 30 Is used to document components processed through the IMA for check, test, service, manufacture, and fabrication.
- 31 Work performed on a removed repairable component with no failed parts or awaiting parts documented in the Failed/Required Material blocks. This action is normally performed at the IMA. (See Transaction Code 11 for supporting engine document.)
- 32 Work performed on a removed repairable component with failed parts, awaiting parts, or cannibalization actions documented in the Failed/Required Material blocks. This action is normally performed at the IMA.
- 39 Close out for man-hours or awaiting parts at an IMA.
- 41 a. (TD compliance with no part number change.  
b. O-level close out of SCIR impacted TD item.
- 47 Used to document TD compliance on all serialized components, regardless of whether there is a part number change.
- 72 Will be used to report subsystem capability and impact reporting data by the reporting custodian when transient maintenance is performed by other than the reporting custodian.

**NOTE:** When an engine is a supply asset, not undergoing repair or inspection inducted from an O-level activity Transaction Codes 11, 12, 16, 17, 21, and 23 must be used.

**APPENDIX Q - Organization Code Structuring****(R)****1. Purpose**

This appendix describes the general format and structuring of the organization codes used in the [MDS](#). Detailed listings of assigned codes are available at <https://prdwebserv6.navy.mil/orgTranslator> and are published on limited distribution by [COMNAVAIRSYSCOM](#) (AIR-6.8.4) in the Organization Code Listing (A7065-01) Yellow Book Report. Activities requiring information concerning specific codes assigned should contact [COMNAVAIRFOR](#) (N422G) via e-mail at [cnaf.av3m@navy.mil](mailto:cnaf.av3m@navy.mil) or their cognizant [COMFAIR](#), wing, group, type command, or equivalent headquarters.

**2. Description**

Organization codes are three-character codes that identify the reporting and processing activities associated with maintenance and operational data. The first character of the organization code is structured to facilitate the grouping and summarization of data by major commands. The second and third characters are assigned to identify specific units within the major command. To maintain the stability of historical data, the following guidelines will be followed in the assignment of codes:

- a. Organization codes will not ordinarily be changed as a result of the internal reorganization or relocation of units within a major command.
- b. Organization codes should not be changed when an activity has a name change.
- c. The use of an organization code is considered unique to an activity and is not reassigned if that activity is disestablished or permanently reassigned to another major command. An organization code will be reassigned only when organizations are reestablished or returning to the major command from which previously assigned. Codes are managed within the [AIRRS](#). Organizational relationships to Carrier Airwing Group/Wing/[NDCSC](#) are also dynamically maintained within this system, including begin and end dates for these relationships. Ongoing minor changes in organizational relationships as well as entity name changes should be brought to the attention of [COMNAVAIRFOR](#) (N422G) via e-mail at [cnaf.av3m@navy.mil](mailto:cnaf.av3m@navy.mil) so that the accuracy of relationships can be maintained expeditiously. Activities with responsibility as aircraft reporting custodians are also assigned a [PUC](#) controlled by [COMNAVAIRFOR](#) (N422G).

**3. Code Structuring**

The first character of an organization code indicates a major command as follows:

- A - Atlantic Fleet Squadrons and Shore Stations
- B - Atlantic Fleet Squadrons with Detachments
- C - Atlantic Fleet Ships
- D - Pacific Fleet Ships
- F - Atlantic Fleet Marine Force Activities
- G - Pacific Fleet Marine Force Activities
- J - Naval Air Maintenance Training Group
- K - Naval Air Reserve Squadrons
- M - Marine Activities Not Assigned to a Fleet Marine Force
- P - Pacific Fleet Squadrons and Shore Stations
- Q - Pacific Fleet Squadrons with Detachments
- R - Naval Air Reserve Training Activities
- S - Marine Air Reserve Training Activities
- T - Naval Air Training Activities
- W - Naval Air Systems Command Activities
- Z - Miscellaneous Activities

#### 4. Locally Assigned Codes

When it is necessary to identify an activity not listed in the Org Translator, a locally assigned code beginning with O may be used, with the activity identified in the second and third positions of the code, for example, OOA, OTS, and O23. These codes will be used only to identify those activities which are not directly responsible for reporting under the aviation **3M MDS**, but which must be identified in the documentation of a reporting activity, for example, in the **JCN** block of **MDR** source documents for work performed by an intermediate maintenance activity in support of a nonreporting activity. Organization codes beginning in O are not to be used in the action organization block of these documents, nor can these organization codes be the ordering Org for requisitioning material.

#### 5. Squadrons with Detachments

Squadrons that normally operate detachments are assigned codes in the B series (Atlantic Fleet) and Q series (Pacific Fleet). A zero in the third position of the code, for example, BEO, will designate the parent activity. Detachments of these squadrons will be assigned permanent organization codes within the structure of the basic code assigned to the parent activity, for example, BE1, BE2. The parent activity will request appropriate code changes, additions, or deletions when (1) forming a detachment that is not listed in the master list, or (2) disestablishing a detachment listed in the master list. Requests can be via naval letter, naval message, or e-mail and shall be addressed to COMNAVAIRFOR SAN DIEGO CA//N422/N422G// PO BOX 357051 ATTN: CODE N422G SAN DIEGO, CA 92135-7051, e-mail [cnaf.av3m@navy.mil](mailto:cnaf.av3m@navy.mil) (via cognizant **ACC/TYCOM/COMFAIR**/Type Wing Commander, info **NAVICP**) and will include the detachment designation, **PUC**, deployment location, and effective date of the detachment formation/disestablishment with a brief justification/description/reason for change/add/delete.

#### 6. Request for Addition/Deletion of Codes

**SPAWARSSYSCEN** Norfolk, VA, under the **COMNAVAIRFOR** code (N422G), is responsible for the assignment and control of organization codes. Requests for additions/changes/deletions to the codes listed in the Org Translator should be addressed through the cognizant chain of command.

**NOTE: To expedite processing, the use of FAX (DSN 735-1477/COMM 619-545-1477) or e-mail ([cnaf.av3m@navy.mil](mailto:cnaf.av3m@navy.mil)) is encouraged.**

- a. Naval letter /naval message or e-mail format:

From: (Requesting Activity)

To: Commander Naval Air Forces (Code N422G)

Via: (Appropriate Wing commander for approval and endorsement)

Subj: AVIATION 3M ORGANIZATION CODE CHANGE REQUEST

1. The following organization code addition/deletion is requested.

ADD or DELETE:

ORG NAME:

UNIT IDENTIFICATION CODE:

PERMANENT UNIT CODE:

CVW/MAG ASSIGNED:

2. Justification: (This paragraph should contain a justification for the request, any amplifying information considered necessary, and a command point of contact with [DSN](#) and commercial phone numbers.)

(Requester's Signature)

Copy to:  
COMNAVAIRSYSCOM (Code 6.8.4)  
NATEC (Code 6.7.4)

b. Mailing address:

COMMANDER, NAVAL AIR FORCES  
ATTN: N422G  
PO BOX 357051  
SAN DIEGO, CA 92135-7051

Upon approval, COMNAVAIRFOR N422G will inform:

COMNAVAIRSYSCOM (Code 6.8.4)  
NATEC (Code 6.7.4)





## APPENDIX R - When Discovered Codes

### 1. When Discovered Code Explanation for Aircraft and Engines

A. Before Flight - Abort - Aircrew. This code is used when a need for maintenance is discovered by an aircrew before flight and it is necessary to abort the mission.

B. Before Flight - No Abort - Aircrew. This code is used when a need for maintenance is discovered by an aircrew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort. This code is used when a need for maintenance is discovered in-flight and it becomes necessary to abort the mission.

D. In-Flight - No Abort. This code is used when a need for maintenance is discovered in-flight and it is not necessary to abort the mission.

E. After Flight/Between Flight - Aircrew. This code is used when a need for maintenance is discovered after completion of a flight or between two flights, for example, a pilot, after completing a mission notices an access panel missing, or during a passenger stop, a pilot notices a sudden drop in fuel pressure.

F. Pilot/NFO Inspection. This code is used when a need for maintenance is discovered during a pilot/NFO aircraft inspection which is not flight related.

G. Acceptance/Transfer Inspection. This code is used when a need for maintenance is discovered during an acceptance/transfer inspection, regardless of the depth of the inspection.

H. Between Flights - Ground Crew. This code is used when a need for maintenance is discovered between flights by personnel other than the aircrew, for example, a taxi director notices an oil leak from an engine while directing a pilot into the chocks.

J. Daily Inspection. This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection. This code does not apply when the daily inspection is combined with a turnaround inspection. (See code K.)

K. Turnaround Inspection. This code is used when a need for maintenance is discovered during a turnaround inspection.

L. Special Inspection, Preservation/Depreservation. This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Major/Phase Inspection. This code is used when a need for maintenance is discovered during a phase inspection for aircraft or during a major inspection for engines. This code will also apply to aircraft for which a single type of inspection is prescribed (as opposed to intermediate/major) and to periodic maintenance inspections on [SE](#).

O. Administrative. This code is used when an administrative action is required, for example, inspection documents, check, test, or service, cannibalization, [FOM](#).

P. Functional Checkflight. This code is used when the need for maintenance is discovered during a flight which was conducted for the purpose of testing for proper functioning of the airframe, power plant, accessories, and other items of equipment. The use of this code is limited to those items in the [FCF](#) checklist as requiring test during the flight.

Q. Conditional Inspection. This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. QA Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

U. Modification/SDLM/Overhaul/Airline Maintenance. This code is used when a need for maintenance is discovered during D-level maintenance.

V. Related Maintenance Action. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance. (Applies to levels 2 and 3 maintenance only.)

X. Test Bench/Engine Test Stand Operation. This code is used when a need for maintenance is discovered on aeronautical components installed in test benches, ready room, and line shacks, or when a need for maintenance is discovered during engine test stand operation.

Y. Upon Receipt or Withdrawal from Supply. This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

**NOTE: The use of when discovered codes is for the most part self-explanatory. In case of doubt, however, use the code which most logically identifies when the need for maintenance was discovered, that is, P would take precedence over C, and K would take precedence over M.**

## **2. Code Explanation for Support Equipment, Precision Measuring Equipment, and Aeronautical Expeditionary Airfield Equipment**

C. Equipment Operation - Caused Equipment Downtime. This code is used when a need for maintenance is discovered during equipment operation and equipment down time results.

D. Equipment Operation - Did Not Cause Equipment Downtime. This code is used when a need for maintenance is discovered during equipment operation and no equipment downtime results.

F. Unscheduled Maintenance/Preservation/Depreservation. This code is used when a need for maintenance is discovered during unscheduled maintenance or preservation/depreservation.

G. Acceptance and Transfer Inspection. This code is used when a need for maintenance is discovered during an acceptance or transfer inspection.

J. Local Inspection/Shift Verification. This code is used when a need for maintenance is discovered during either an inspection required by local command or a verification check on SE between shifts.

M. Scheduled Inspection. This code is used when a need for maintenance is discovered during any scheduled inspection using MRCs.

O. Administrative. This code is used when an administrative action is required, for example, inspection documents, items removed and replaced for check/test/service, cannibalization, or removal and reinstallation to FOM.

P. Operational System Check. This code is used when a need for maintenance is discovered during a systems test conducted to discover defects and maladjustments.

Q. Conditional Inspection/AIMD Calibration. This code is used when a need for maintenance is discovered during an inspection/calibration which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. QA Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

T. Scheduled Calibration at AIMD. This code applies to PME only and is used by the AIMD when a need for maintenance is discovered during scheduled calibration.

U. D-Level Maintenance/Calibration. This code is used when a need for maintenance is discovered during a D-level maintenance or calibration.

V. Related Maintenance Actions. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

Y. Upon Receipt or Withdrawal from Supply. This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

### **3. Code Explanation for Missiles, Missile Targets, Target Engines, and Airborne Mine Countermeasures Equipment**

A. Before Flight - Abort - Launch Crew. This code is used when a need for maintenance is discovered by a launch crew before flight which makes it necessary to abort the mission.

B. Before Flight - No Abort - Launch Crew. This code is used when a need for maintenance is discovered by a launch crew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort. This code is used when a need for maintenance is discovered in-flight and it becomes necessary to abort the mission.

D. In-Flight - No Abort. This code is used when a need for maintenance is discovered in-flight and it is not necessary to abort the mission.

G. Acceptance and Transfer Inspection. This code is used when a need for maintenance is discovered during initial buildup and test, acceptance or transfer inspection.

H. Between Flights - Ground Crew. This code is used when a need for maintenance is discovered by ground crew personnel other than the launch crew, for example, a maintenance crew member notices an oil leak from an engine while the target or AMCM sled is in the hangar between operations.

J. Daily Inspection. This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection.

K. Prelaunch or Turnaround Inspection. This code is used when a need for maintenance is discovered during a prelaunch or turnaround inspection.

L. Special Inspection, Preservation/Depreservation. This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Post Launch Rehabilitation Inspection. This code is used when a need for maintenance is discovered during rehabilitation inspection of a target, after recovery.

O. Administrative. This code is used when an administrative action is required, for example, inspection documents, check/test/service, cannibalization, FOM.

P. Test and Evaluation Flight or Operational System Check. This code is used for all needs for maintenance discovered during a flight which was conducted for the sole purpose of testing a target, target engine, accessories, or installed equipment; or when an AMCM system test is conducted for the sole purpose of discovering defects and maladjustments.

Q. Conditional Inspection. This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon the occurrence of certain circumstances or conditions, for example, retest console, combined systems check, hot start, and handling damage.

R. QA Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

V. Related Maintenance Action. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

X. Upon Receipt or Withdrawal from Supply. This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

**APPENDIX S - Work Center Codes**

The following standard work center codes are prescribed for use in the [MDS](#). Work centers may be division, branch, or section level elements of the organization representing functional areas of responsibility to which maintenance personnel are permanently assigned.

Work center codes will be selected from this appendix and assigned locally to the depth necessary to reflect the organizational structure in effect.

The third position numeric character may be assigned locally only with the approval of the cognizant [ACC/TYCOM](#) (or other functional commander as designated, in writing, by the ACC/TYCOM).

Work center codes in this appendix are structured to correspond with a standard organization. These codes may be changed only with approval of COMNAVAIRFOR (N422). Recommendations for changes will be submitted per [Chapter 1](#).

**TABLE OF WORK CENTER CODES****ORGANIZATIONAL AND INTERMEDIATE**

<u>Code</u>	<u>Function</u>
010	Maintenance Officer
01A	Assistant Maintenance Officer
01B	<a href="#">Training/ASM</a>
01C	Manpower
01D	<a href="#">SEAOPDET</a>
011	Maintenance/Material Control Officer
012	General Maintenance Officer Afloat (IM-2)
013	Avionics/Armament Officer Afloat (IM-3)
014	<a href="#">SE</a> Officer Afloat (IM-4)
015	Support Services Officer Afloat(IM-5)/Ashore
020	Maintenance/Production Control
021-023	May be assigned only upon approval of ACC/TYCOM
024	Power Plants Production Control ( <a href="#">IMA</a> only)
025	Airframes Production Control (IMA only)
026	Avionics Production Control (IMA only)
027	Armament Production Control (IMA only)
028	Aviation Life Support Systems Production Control (IMA only)
029	Support Equipment Production Control (IMA only)
02M	<a href="#">AMCM</a> Maintenance Control
02N	<a href="#">NALCOMIS</a> <a href="#">MDBA/A</a> , <a href="#">SA/A</a>
030	Maintenance Administration
040	Quality Assurance/Analysis
04A	Technical Library
04B	Ground Safety
04C	Analysis (non-NALCOMIS site)
04D	Quality Management/Verification
050	Material Control
05A	Material Screening ( <a href="#">AMSU</a> )
05B	Material Procurement/Accounting
05C	Accountable Material/ <a href="#">IMRL</a> Manager
05D	Aviation Tool Issue/Tool Control Center

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<u>Code</u>	<u>Function</u>
05H	Hazardous Material Control
05M	AMCM Material Control
05X	MRM Material Control
055	MRM/Surface Support
060	Not assigned
070	Contractor/NAESU/Technical Services Representatives
080	<a href="#">FREST</a> Department ( <a href="#">Note 1</a> )
08A	Engine Mechanic Training
08B	Airframes Structural Mechanic Training (AMS)
08C	Airframes Hydraulic Mechanic Training (AMH)
08D	Egress/Environmental Equipment Mechanic Training (AME)
08E	Aircrew Personal Protective/Survival Equipment Training (PR)
08F	Electronics Technician Training (AT)
08G	Electrical Technician Training (AE)
08H	Ordnance/Weapons Technician Training (AO)
08L	Plane Captain Training
08M	Support Equipment Training (AS)
08N	Integrated Weapons System Technician Training

**ORGANIZATIONAL LEVEL ONLY ([Note 2](#))**

<u>Code</u>	<u>Function</u>
100	Aircraft Division
110	Power Plants Branch
11A	Jet Engine Shop
11B	Reciprocating Engine Shop
11C	Auxiliary Fuel Stores/Tanker Shop
118	FREST Power Plants
120	Airframes Branch
12A	Structures Shop
12B	Hydraulic Shop
12C	Corrosion Control Shop
128	FREST Airframes
130	Aviation Life Support Systems Branch
13A	Aircrew Personal/Protective/Survival Equipment Shop
13B	Egress/Environmental Systems Shop
138	FREST Aviator's Equipment
140	Periodic Maintenance Branch
150	Targets Branch
15A	Missile Targets Shop
15B	Miscellaneous Targets Shop
160	AMCM Department
16A	Device Division
16B	AV/WEPS Division
16C	Tactical Support Division ( <a href="#">Note 8</a> )
170-180	Not assigned
190	Aviation Training Equipment Division
200	Avionics/Armament Division
210	Electronics Branch
215	Special Projects
218	FREST Electronics

220	Electrical/Instrument Branch
228	FREST Electrical/Instruments
230	Armament Branch
238	FREST Ordnance
240	Reconnaissance/Photo Branch
24A	Aerial Camera Shop
24B	Sensor Systems Shop
250	ASCAC/TSC Branch (Note 3)
260	RADAR/Fire Control Branch
268	FREST RADAR/Fire Control Branch
270	Antisubmarine Warfare Branch
280	Integrated Weapons Branch
288	FREST Integrated Weapons Branch
290	Not assigned
300	Line Division
310	Plane Captain Branch
318	FREST Aircraft Interior Cleaning Crew
320	Troubleshooter Branch
330	Support Equipment Branch
340	Transient Maintenance Branch
350	Flight Crew Branch
360	Configuration Branch
361-390	Not assigned

**INTERMEDIATE LEVEL ONLY (Note 4)**

<u>Code</u>	<u>Function</u>
400	Power Plants Division
410	Jet Engine Branch
411	Jet Engine Component Repair Shop
412	Auxiliary Power Units/Support Equipment Gas Turbine Engines
413	Afterburner Shop
414	Power Plants Module Repair Shop
41A	J52 Engine Shop
41E	J79 Engine Shop
41F	J85 Engine Shop
41G	TF30 Engine Shop
41H	TF34 Engine Shop
41L	T56 Engine Shop
41M	T58 Engine Shop
41N	T64 Engine Shop
41Q	T400 Engine Shop
41R	T700 Engine Shop
41T	F402 Engine Shop
41U	F404 Engine Shop
41V	F414 Engine Shop
41W	F110 Engine Shop
430	Propeller Branch
431	Propeller Component Repair Shop
440	Rotor Dynamics Branch
450	Test Cell Branch
460	Auxiliary Fuel Stores Branch



470	JOAP/NOAP Analysis Lab
480	Power Plants Welding Shop
490	Not assigned
500	Airframes Division
510	Structures Branch
51A	Structures Shop
51B	Paint Shop
51C	Welding Shop
51D	Machine Shop
51E	Tire/Wheel Shop
51F	Composites Repair Shop
51G	Engraving Shop
520	Hydraulics/Pneumatics Branch
52A	Hydraulics Shop
52B	Brake Shop
52C	Strut Shop
530	NDI (Nondestructive Inspection) Branch
53A	Radiography Shop
53B	Electrical/Chemical Shop
540	Electro-Plating/Anodizing Branch (Note 5)
550-590	Not assigned
600	Avionics Division
60A	Avionics Corrosion Control Branch
610	Comm/Nav Branch
61A	Communication Shop
61B	Navigation Shop
61C	Mission Computer Shop
61D	COMSEC/CRYPTO Repair Shop
620	Electrical/Instrument Branch
62A	Electric Shop
62B	Instrument Shop
62C	Battery Shop, Lead Acid
62D	Battery Shop, Nickel Cadmium
62E	CSD/Generator Shop
62F	Inertial Nav Shop
630	Fire Control RADAR Branch
63A	AWG-9 CTS
63B	AWG-9 C&D
63C	AWG-9 RFTS
63D	APG-65 RSTS Related TPS
63E	APG-65/73 CASS WRAs and Related TPS
63F	AWG-9 CASS WRAs and Related TPS
63G	AWG-9 LFTS
63H	AWG-9 MTS
640	Radar/ECM Branch
64A	Non-Fire Control Radar Shop
64B	ECM Shop
64C	DECM Shop
64D	FLIR/Optical Shop
64E	DECM Pod Shop
64F	EA6B ALQ-99 Shop

64G ALQ-99 CASS WRAs and Related TPS  
 64H S-3 CASS WRAs and Related TPS  
 64I Misc ECM CASS WRAs and Related TPS  
 64J Misc DECM CASS WRAs and Related TPS  
 650 Integrated Weapons System Branch  
 65A RADCOM Station Maintenance  
 65B Misc Avionics (CASS) WRAs  
 65C CASS Bench Maintenance and Misc Avionics (CASS) TPS  
 65D Misc Avionics WRAs (RADCOM) SACE Radar Shop  
 65E Weapons Systems Missile Component Shop  
 65F FTE/DTS (Factory Test Equipment/Digital Test Station) Shop  
 65G ATS/IATS  
 65H ATS/IATS Station Maintenance  
 660 ASW Branch  
 66A Acoustic Equipment Shop  
 66B Non-Acoustic Equipment Shop  
 670 PME Branch/Field Calibration Activity (FCA)  
 67A PME Receipt and Issue  
 67B PME Electrical/Electronic Calibration Shop  
 67C PME Physical/Mechanical Calibration Shop  
 67D PME TAMS Repair Shop  
 67E Computer Repair Shop  
 680 Reconnaissance/Photo Branch  
 68A LANTIRN Shop  
 68B TARPS Shop  
 68C SHARP Shop  
 690 Module/Microminiature Repair Branch  
 69A HTS Module Test/Trouble Shooting Shop  
 69B Micro/Miniature Repair Shop  
 69C Cable/Connector Repair Shop  
 69D CAT IIID Module Test/Trouble Shooting Shop  
 69E Module Analysis Shop  
 69F EMTC Module Test/Trouble Shooting Shop  
 69G HATS Module Test/Trouble Shooting Shop  
 700 Armament Division  
 710 Ordnance Branch  
 71A Armament Equipment Pool  
 71B Gun Shop  
 71C Armament Equipment Repair Shop  
 71D Racks/Launcher Shop  
 71E Tow Reel Repair Shop  
 720 Special Weapons Branch  
 72A Special Weapons Test/Repair Shop  
 730 Weapons Department  
 731 Armament Weapons Support Equipment  
 732-739 Not assigned  
 740 Airborne Mine Countermeasures (AMCM) Branch  
 74A AMCM Sled Shop  
 74B AMCM Structural Component Repair Shop  
 74C AMCM Avionic/Electric Component Repair Shop  
 74D AMCM Hydraulic Component Repair Shop

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750-790	Not Assigned
800	Aviation Life Support Systems Division
810	Aviators Safety and Survival Equipment Branch
81A	Parachute Shop
81B	Aviators Safety Equipment Shop
81C	Oxygen Regulator and Equipment Shop
81D	Ejection Seat Shop
820	Oxygen/Nitrogen Generating Facility
830-890	Not assigned
900	Support Equipment Division
901	SE Training/License
902	SE IMRL Management
903	SE Material Control
90A	SE Pool
910	SE Gas Engine Repair Branch
91A	SE Gas Turbine Repair Shop
91B	Aircraft Handling/Servicing Equipment Engine Repair Shop
920	SE Structural/Hydraulic Branch
92A	SE Structural Repair Shop
92B	SE Hydraulic Repair Shop
92C	Lox/Oxygen/Nitrogen Servicing Equipment Repair Shop
92D	SE Corrosion Control Branch
930	SE Electrical Repair Branch
940	SE Component Repair Branch
950	SE Periodic Maintenance Branch
960	Installed/Combat Air Start Branch
970	Air Conditioning Repair Branch
980	Flight Deck Troubleshooter Branch
990	Mobile Maintenance Facility Support Branch

### OTHER

<u>Code</u>	<u>Function</u>
X00	Miscellaneous
X10	Supply ( <a href="#">MAG</a> /Navy)
X20	In-Flight Maintenance ( <a href="#">Note 6</a> )
X30	Away-from-Home Maintenance ( <a href="#">Note 7</a> )
X40	For Optimized NALCOMIS only. Standard Rework Control (level 3)
X41	Standard Rework O-level (level 1) ( <a href="#">Note 9</a> )
X42	Standard Rework I-level (level 2)
X43	Assistance Teams - All man-hours expended by special assistance teams, for example, personnel from <a href="#">NAVAIRDEPOT</a> s, factory personnel (excluding TECH REPS), are documented to this work center. Also, general work center for assistance
X44	In Service Repair (level 3)
X45	Modification (level 3)
X50	Contractor Support

**NOTES:** 1. For all FREST induced maintenance actions for the sole purpose of training, use 08 series work center codes and do not process or file [MAFs](#). For all actual maintenance actions performed by FREST (special inspections, cannibalization actions not associated with training, etc.), use applicable 100, 200, or 300 series FREST identified work center codes.

2. **O-level** work center codes may be assigned or used by an **IMA** if the IMA is responsible for performing O-level maintenance functions.
3. Work Center 250 will ordinarily be under the administrative control of the local operations department.
4. **I-level** work center codes may be assigned or used by an O-level activity, if the O-level is designated as responsible for performing I-level maintenance function.
5. May be used only when the IMA has been specifically designated by **COMNAVAIRSYSCOM** to perform the function (formerly "SX").
6. In-flight maintenance will include all maintenance man-hours expended by aircrew or maintenance personnel while in flight.
7. Away from home maintenance includes all maintenance man-hours expended on aircraft while aircraft is in a transient status, such as check flights and evacuation flights.
8. This work center to be used for local organization purposes only. No documentation in the aviation **3M** Data System.
9. To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host work center whenever practical, for example 110, 120, etc.
10. The occurrence of standard rework (on-site) will be documented by Maintenance Control. The control MAF/VO will be issued to X40.



**APPENDIX T – Type Work Order Codes****Type Work Order Listing to Discrepancy**

AC	Acceptance/Post-depot Inspection Control	MF	SDLM Fix Phase
AD	Assist Maintenance	ML	SDLM Look Phase
AF	Acceptance/Post-depot Inspection Fix Phase	MX	SDLM Single Work Center
AL	Acceptance/Post-depot Inspection Look Phase	OC	One Time Inspection Control
AT	Technical Directive Assist	OF	One Time Inspection Fix Phase
AX	Acceptance/Post-depot Inspection Single Work Center	OL	One Time Inspection Look
BC	Depreservation Control	OM	Other Type Maintenance
BF	Depreservation Fix Phase	OX	One Time Inspection Single Work Center
BX	Depreservation Single Work Center	PC	Phase Control
CC	Conditional Inspection Control	PF	Phase Fix Phase
CF	Conditional Inspection Fix Phase	PL	Phase Look Phase
CL	Conditional Inspection Look Phase	PX	Phase/PM Inspection Single Work Center
CM	Cannibalization Maintenance	QT	Technical Directive Deconfigure
CP	Corrosion Prevention	RT	Routine Tasks (Legacy only)
CT	Corrosion Treatment	SC	Special Inspection Control
CX	Conditional Inspection Single Work Center	SD	Depreservation Work Center Action
DF	Daily/Turnaround Discrepancy	SF	Special Inspection Fix Phase
DM	Discrepancy Maintenance	SL	Special Inspection Look Phase
ET	Technical Directive (Engine) SCIR	SP	Preservation Work Center Action
FC	Preservation Control	SX	Special Inspection Single Work Center
FF	Preservation Fix Phase	TC	Transfer/Pre-depot Inspection Control
FO	Facilitate Other Maintenance	TD	Technical Directive
FX	Preservation Single Work Center	TF	Transfer/Pre-depot Inspection Fix Phase
HA	Hosting Activity	TL	Transfer/Pre-depot Inspection Look Phase
IA	Intra-Activity Support	TM	Transient Maintenance
IC	IMC/P Control (OOMA only)	TS	Troubleshooting
IF	IMC/P Fix Phase (OOMA only)	TX	Transfer/Pre-depot Inspection Single Work Center
IL	IMC/P Look Phase (OOMA only)	WR	Work Request
MC	SDLM Control		

**Discrepancy to Type Work Order**

Acceptance/Post-depot Inspection Control	AC	Phase Control	PC
Acceptance/Post-depot Inspection Fix Phase	AF	Phase Fix Phase	PF
Acceptance/Post-depot Inspection Look Phase	AL	Phase Look Phase	PL
Acceptance/Post-depot Inspection Single Work Center	AX	Phase/PM Inspection Single Work Center	PX
Assist Maintenance	AD	Preservation Control	FC
Cannibalization Maintenance	CM	Preservation Fix Phase	FF
Conditional Inspection Control	CC	Preservation Single Work Center	FX
Conditional Inspection Fix Phase	CF	Preservation Work Center Action	SP
Conditional Inspection Look Phase	CL	Routine Tasks (Legacy)	RT
Conditional Inspection Single Work Center	CX	SDLM Control	MC
Corrosion Prevention	CP	SDLM Fix Phase	MF
Corrosion Treatment	CT	SDLM Look Phase	ML
Daily/Turnaround Discrepancy	DF	SDLM Single Work Center	MX
Depreservation Control	BC	Special Inspection Control	SC
Depreservation Fix Phase	BF	Special Inspection Fix Phase	SF
Depreservation Single Work Center	BX	Special Inspection Look Phase	SL
Depreservation Work Center Action	SD	Special Inspection Single Work Center	SX
Discrepancy Maintenance	DM	Technical Directive	TD
Facilitate Other Maintenance	FO	Technical Directive Assist	AT
Hosting Activity	HA	Technical Directive Deconfigure	QT
IMC/P Control (OOMA only)	IC	Technical Directive (Engine) SCIR	ET
IMC/P Fix Phase (OOMA only)	IF	Transfer/Pre-depot Inspection Control	TC
IMC/P Look Phase (OOMA only)	IL	Transfer/Pre-depot Inspection Fix Phase	TF
Intra-Activity Support	IA	Transfer/Pre-depot Inspection Look Phase	TL
One Time Inspection Control	OC	Transfer/Pre-depot Inspection Single Work Center	TX
One Time Inspection Fix Phase	OF	Transient Maintenance	TM
One Time Inspection Look	OL	Troubleshooting	TS
One Time Inspection Single Work Center	OX	Work Request	WR
Other Type Maintenance	OM		